

77 02080

INSTITUTE OF GOVERNMENTAL STUDIES
100 PHILOSOPHY HALL
UNIVERSITY OF CALIFORNIA
BERKELEY, CALIF. 94720

INSTITUTE OF GOVERNMENTAL
STUDIES LIBRARY

JUN 13 1977

UNIVERSITY OF CALIFORNIA

GENERAL PLAN CITY OF VISTA INCORPORATED JANUARY 28, 1963 ANNUAL REPORT

Summary

1976

Vista Mayor

*City planning
Municipal admin.*

Vista



PHONE 726-1340
P. O. BOX 188 • 200 W. BROADWAY • VISTA, CALIFORNIA 92083

January 15, 1977

To The Citizens Of Vista:

Since 1973 the City of Vista has embarked on a program of creating a better community plan. A completely new General Plan was devised, through over 2,000 hours of citizen input, that represents a clearer vision of the future of our City. The last element of this Plan was adopted on July 7, 1976.

The enclosed document is a brief synopsis of the key points of the total City General Plan, which in its entirety contains over 200 pages and five maps.

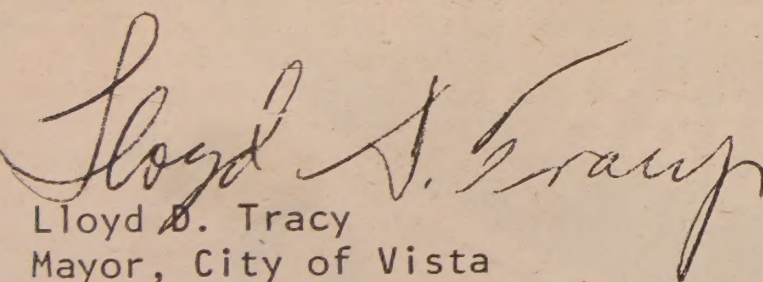
The General Plan Summary is presented to you because it is your plan. If satisfied, you should support it; if not, you should inform us where it should be changed.

It has been written that:

"Without vision, a people perish."

The Plan is part of our community vision. I invite your participation in its fulfillment.

Very truly yours,


Lloyd D. Tracy
Mayor, City of Vista

LDT/rk

Enclosure

FORWARD

THE GENERAL PLAN

The State of California, as a condition in delegating the power and responsibility of governing to a local level, has mandated that each Community, (meaning us, the City of Vista), adopt a "General Plan". The State has, and continues to amplify the significance of the General Plan. The text of this document summarizes the content of the present City of Vista General Plan with its components broken down into "elements".

Generally, the reasoning behind this qualification for local self-government is that a community should have a vision and a sound rational basis for making land use development and other community decisions. By pre-adopting plans, we are better able to base our community decisions on logic, law and idealism; and not on whim, expedience or favor.

A General Plan is a vision of what the people want for their community; not for themselves, but for their posterity. This plan is not a vehicle to accomplish this ideal; these tools of accomplishment must be formed in the ordinances and policies of the community.

Any plan cannot be inflexible or unchanging. It should, however, be emphasized that if no longer relevant, the plan should be amended to reflect the new thinking. It is unwise to have a plan with no significance that is simply forgotten and neglected, because the community in this case has an uncertain vision.

The plan should be idealistic, but not to the point of being impractical.

The plan must have constant citizen input in its formulation and amendment process.

The following document is a synopsis of the City of Vista's General Plan. The formulation of the goals and objectives by the citizens is described. The elements of the plan are summarized.

This document has no legal significance. The actual formally adopted elements have the legal significance.

The purpose of this document is to inform, educate and hopefully involve the citizens of Vista into further evaluation and participation in progressing towards its future vision.

PREFACE

HISTORIC BACKGROUND

A. PLANNING HERITAGE

The City of Vista was incorporated January 28, 1963. The transition from a county agrarian community to a city has been stormy.

At the outset, the Zoning Ordinance's regulations contained controls that were sufficient for a sleepy agricultural community, but soon proved inadequate when applied to a growing bedroom community.

The problems were increased by the adoption of a General Plan in 1967 which showed three residential densities (the lowest being up to 5 units per acre) and a population saturation for a 29 square mile area of 242,000 people. It must be recognized that this Plan was prepared and adopted by intelligent people, who re-

lected a then accepted philosophy about growth being inherently good.

Recent ecological studies and the "Friends of Mammoth" court decision have caused a re-analysis of the growth issue, but the 1967 Plan remained in effect and was systematically being executed through zone changes, subdivisions and street dedications.

As a result of these and other planning deficiencies, in 1972 the city streets had become congested, Vista's sewer capacity at the Encina Plant was dangerously approached, and the character of the community was changing rapidly from a low density, semi-rural, single family community to a haphazard clustering of mobile home parks, row apartments, and urban style subdivisions.

To avoid surpassing the sewer capacity, a building permit limitation ordinance was passed.

B. STATE MANDATES

In September of 1973 the State of California, through a series of mandates, caused the community problems to be systematically addressed in a General Plan program. These mandates included:

1. The publishing of California Council of Intergovernmental Relations Guidelines for 9 Elements of a General Plan, and a year period to adopt these Elements. At that time only the City's Open Space Element was in compliance. This required a reassessment of the Land Use, Circulation and Housing Elements, and the preparation and adoption of Conservation, Seismic Safety, Noise, Safety and Scenic Highway Elements to the General Plan.
2. The passage of AB 1301 that required the City Zoning Ordinance to be consistent with its General Plan.

C. AN "INTERIM" PLAN

To deal with the immediate problem, a new Land Use Element was drawn and adopted in February 1974. It was intended that this Plan serve as an "interim" or "holding" Plan. The significant aspects of the Plan were:

1. A creation of lower density residential areas (0-2 units per acre).
2. A designation of more open space, particularly in the steep slope areas.
3. Reducing the impact of the high multiple density family zone by lowering the permitted density from 29 units per acre to 21 units per acre.

This Plan was to remain in effect until a fully studied citizens' comprehensive General Plan is adopted.

The past conflicts of insufficiently planned development, the State of California mandate, AB 1301 requiring consistency of General Plan and Zoning Ordinances, the general dissatisfaction of the citizens of the community with the aesthetic impact of development of the community image, and the demonstrated stress of growth of all public facilities, have culminated in an attempt to create a new community Plan, which will have to satisfy several difficult prerequisites, some of which are:

1. The Plan will have to satisfy the State of California requirements for General Plans.
2. The Plan will have to address itself to environmental matters, identifying and protecting those resources that are vital to the community.
3. The Plan will have to establish viable economic development parameters that will ensure that the community will survive fiscally.



P. O. BOX 188 • 200 W. BROADWAY • VISTA, CALIFORNIA 92083

PHONE 726-1340

January 15, 1977

To The Citizens Of Vista:

Since 1973 the City of Vista has embarked on a program of creating a better community plan. A completely new General Plan was devised, through over 2,000 hours of citizen input, that represents a clearer vision of the future of our City. The last element of this Plan was adopted on July 7, 1976.

The enclosed document is a brief synopsis of the key points of the total City General Plan, which in its entirety contains over 200 pages and five maps.

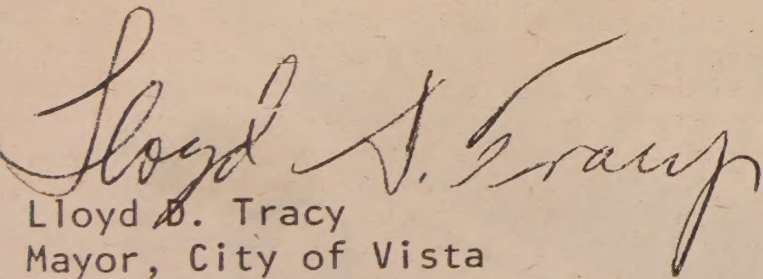
The General Plan Summary is presented to you because it is your plan. If satisfied, you should support it; if not, you should inform us where it should be changed.

It has been written that:

"Without vision, a people perish."

The Plan is part of our community vision. I invite your participation in its fulfillment.

Very truly yours,


Lloyd D. Tracy
Mayor, City of Vista

LDT/rk

Enclosure

FORWARD

THE GENERAL PLAN

The State of California, as a condition in delegating the power and responsibility of governing to a local level, has mandated that each Community, (meaning us, the City of Vista), adopt a "General Plan". The State has, and continues to amplify the significance of the General Plan. The text of this document summarizes the content of the present City of Vista General Plan with its components broken down into "elements".

Generally, the reasoning behind this qualification for local self-government is that a community should have a vision and a sound rational basis for making land use development and other community decisions. By pre-adopting plans, we are better able to base our community decisions on logic, law and idealism; and not on whim, expedience or favor.

A General Plan is a vision of what the people want for their community; not for themselves, but for their posterity. This plan is not a vehicle to accomplish this ideal; these tools of accomplishment must be formed in the ordinances and policies of the community.

Any plan cannot be inflexible or unchanging. It should, however, be emphasized that if no longer relevant, the plan should be amended to reflect the new thinking. It is unwise to have a plan with no significance that is simply forgotten and neglected, because the community in this case has an uncertain vision.

The plan should be idealistic, but not to the point of being impractical.

The plan must have constant citizen input in its formulation and amendment process.

The following document is a synopsis of the City of Vista's General Plan. The formulation of the goals and objectives by the citizens is described. The elements of the plan are summarized.

This document has no legal significance. The actual formally adopted elements have the legal significance.

The purpose of this document is to inform, educate and hopefully involve the citizens of Vista into further evaluation and participation in progressing towards its future vision.

PREFACE

HISTORIC BACKGROUND

A. PLANNING HERITAGE

The City of Vista was incorporated January 28, 1963. The transition from a county agrarian community to a city has been stormy.

At the outset, the Zoning Ordinance's regulations contained controls that were sufficient for a sleepy agricultural community, but soon proved inadequate when applied to a growing bedroom community.

The problems were increased by the adoption of a General Plan in 1967 which showed three residential densities (the lowest being up to 5 units per acre) and a population saturation for a 29 square mile area of 242,000 people. It must be recognized that this Plan was prepared and adopted by intelligent people, who re-

flected a then accepted philosophy about growth being inherently good.

Recent ecological studies and the "Friends of Mammoth" court decision have caused a re-analysis of the growth issue, but the 1967 Plan remained in effect and was systematically being executed through zone changes, subdivisions and street dedications.

As a result of these and other planning deficiencies, in 1972 the city streets had become congested, Vista's sewer capacity at the Encina Plant was dangerously approached, and the character of the community was changing rapidly from a low density, semi-rural, single family community to a haphazard clustering of mobile home parks, row apartments, and urban style subdivisions.

To avoid surpassing the sewer capacity, a building permit limitation ordinance was passed.

B. STATE MANDATES

In September of 1973 the State of California, through a series of mandates, caused the community problems to be systematically addressed in a General Plan program. These mandates included:

1. The publishing of California Council of Intergovernmental Relations Guidelines for 9 Elements of a General Plan, and a year period to adopt these Elements. At that time only the City's Open Space Element was in compliance. This required a reassessment of the Land Use, Circulation and Housing Elements, and the preparation and adoption of Conservation, Seismic Safety, Noise, Safety and Scenic Highway Elements to the General Plan.
2. The passage of AB 1301 that required the City Zoning Ordinance to be consistent with its General Plan.

C. AN "INTERIM" PLAN

To deal with the immediate problem, a new Land Use Element was drawn and adopted in February 1974. It was intended that this Plan serve as an "interim" or "holding" Plan. The significant aspects of the Plan were:

1. A creation of lower density residential areas (0-2 units per acre).
2. A designation of more open space, particularly in the steep slope areas.
3. Reducing the impact of the high multiple density family zone by lowering the permitted density from 29 units per acre to 21 units per acre.

This Plan was to remain in effect until a fully studied citizens' comprehensive General Plan is adopted.

The past conflicts of insufficiently planned development, the State of California mandate, AB 1301 requiring consistency of General Plan and Zoning Ordinances, the general dissatisfaction of the citizens of the community with the aesthetic impact of development of the community image, and the demonstrated stress of growth of all public facilities, have culminated in an attempt to create a new community Plan, which will have to satisfy several difficult prerequisites, some of which are:

1. The Plan will have to satisfy the State of California requirements for General Plans.
2. The Plan will have to address itself to environmental matters, identifying and protecting those resources that are vital to the community.
3. The Plan will have to establish viable economic development parameters that will ensure that the community will survive fiscally.

4. The Plan will have to be framed in a realistic regional perspective on one hand, yet manifest the individuality and independence of community endeavors on the other.
5. The Plan, if it is to succeed, must have the confidence and acceptance of a majority of the citizens of the community and the City Council.

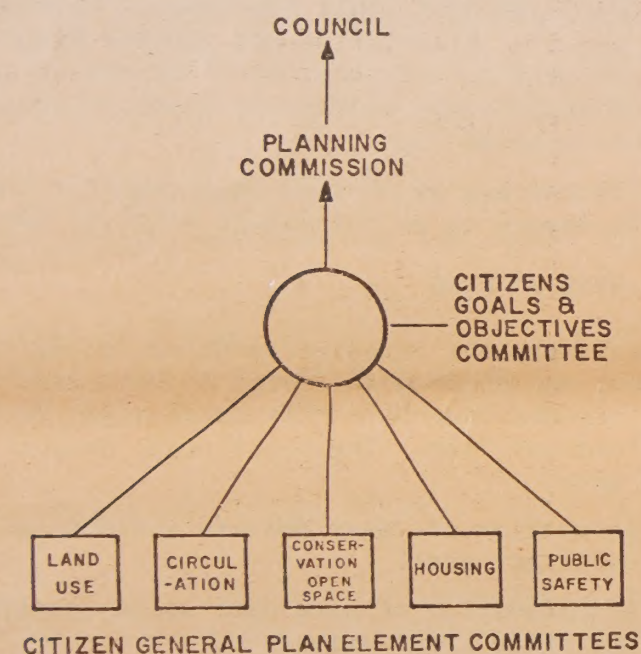
D. THE CITIZEN'S COMMITTEE

The embarkation date for this new General Plan was set for February 26, 1974, when a call to the community was sent out to establish citizen input into the new General Plan.

In response to this challenge, the Citizens' Vista Tomorrow Plan was initiated. The citizens responded, forming 5 committees to formulate goals and objectives and process the Elements of the General Plan. The committees were:

- | | |
|----------------------------|-----------------|
| I Land Use | IV Housing |
| II Circulation | V Public Safety |
| III Parks and Conservation | |

After a result of 5 months and over 2,000 citizen hours, the citizens formulated goals and objectives to guide the future General Plan.



E. FINAL GOALS AND OBJECTIVES ADOPTED BY THE GOALS AND OBJECTIVES COMMITTEE

Environment

1. Provide a high quality environment that at all times is healthful and pleasing to the senses of man; and understand the relationship between the maintenance of ecological systems and the general welfare of the people of the community.

Objectives:

- a. Encourage the preservation of natural grades, site lines and ridges, and mature growth of existing terrain.
- b. Expand environmental impact reports to show the impact on social issues such as public safety, taxes, social welfare, energy, traffic and the need for public transportation.
- c. Establish ordinances and policies for cut and land fill, with specifics to be determined later.

2. Maintain a high quality life style and community pride in a spacious, semi-rural atmosphere which is Vista's most significant aspect. Conserve open space for the co-existence of man, wildlife and vegetation in our community.

Objectives:

- a. Provide adequate open space.
- b. Protect and improve our ecological balance.
- c. Preserve agricultural land.
- d. Protect wildlife habitat land.
- e. Provide necessary recreational land.
- f. Preserve and enhance scenic lands.
- g. Protect watershed land.
- h. Preserve and restore historic site land.
- i. Provide and preserve land essential to public health and safety.
- j. Preserve community identity.

(The definition of open space was approved as submitted. See footnote at end of Final Goals and Objectives.)

F. COMMUNITY CHARACTER

1. Enhance and preserve the spaciousness, attractiveness and natural beauty of the community in accommodating future growth.
2. Conserve the remaining physical and social charm of our semi-rural atmosphere.

Objectives:

- a. Establish density requirements to protect the semi-rural character of the planning area.
- b. Preserve the existing watercourses and creek beds in their natural condition wherever possible.
- c. Encourage architectural design that creates an impression of openness and individuality, with visual exposure to natural and open space features.
- d. Maximize the preservation of natural features such as rock outcroppings, natural trees and shrubbery through creative site development.
- e. Encourage an ideal standard for all development of small scale individual units through architectural impressions rather than large, multi-purpose buildings.
- f. Through appropriate planting programs, screen, wherever possible, all unsightly urban uses such as concrete drainage channels, transportation routes, utility easements and buildings, parking lots, etc.
- g. Promote the development of equestrian trails, bicycle trails and nature trails as a complement to the natural physical features.
- h. Encourage the continuance of agricultural land uses which are unique to the San Diego North County area in harmony and in conjunction with residential developments.
- i. Preserve all slope areas over 25% where possible, retaining them as visual open space.
- j. Limit height of buildings in Vista to no more than two stories unless approved by legislative action.

3. The transportation and circulation system should be planned to preserve our semi-rural atmosphere and should not be a means to create an urban

community.

Objectives:

- a. Promote aesthetic effects of major streets by providing landscaping, including landscaped median strips.
- b. Preserve the semi-rural character of the Planning Area, while promoting efficient circulation:
 - (1) "Beltways" shall be encouraged to facilitate easy movement from one side of the city to the other and movement to the freeway, the effect of which will be to lessen traffic flow congestion in the downtown area of the city. Collector streets should be established to feed the traffic to the beltways. Wherever possible, these roads should be designated as Scenic Highways.
 - (2) Land use density should not be increased in the areas adjoining the beltways. Comment: This assures the preservation of the semi-rural atmosphere and prevents urbanization of the outlying areas of the city, a process which appears to have been the natural consequence of the construction of major thoroughfares in many small cities of Southern California.
 - (3) Encourage a design pattern of residential streets that enhances the semi-rural character of the community as a preferable alternative to a traditional gridiron pattern. Establish standards for private roads and easements serving commercial and/or multi-unit residential development equivalent to those standards for public streets.
 - (4) Citizen input should be encouraged to identify hazardous areas.

4. Foster beauty and beautification throughout the Planning Area in the design, landscaping and development of properties.

Objective:

- a. Establish a Design Review Committee.
5. Preserve historical areas and artifacts by a program of legislative controls, tax incentives, direct acquisition by public agencies and private initiative.
6. Preserve agricultural lands and ensure their economic viability by a program of legislative controls, tax incentives, direct acquisition by public agencies and private initiative.

Objective:

- a. Encourage green belts or open spaces to prevent the surrounding cities from merging with Vista into one megalopolis.

G. COMMUNITY DEVELOPMENT

1. Provide community services and quality life style suitable for the topography, geology, traffic circulation and necessary health services of the Planning Area.
2. Provide a framework for a planned and unified community containing a compatible relationship among living, working, shopping, educational, civic, cultural and recreational facilities.

Objective:

- a. Assure that the planning for land use and transportation be a coordinated process.

3. Plan for adequate commercial areas to accommodate the community's mercantile needs, arranged and located to provide proper access and compatibility with adjoining use through design.

4. Provide for the carefully controlled development of the City of Vista in a manner calculated to preserve and enhance its natural and attractive semi-rural, healthful environment and atmosphere.

Objectives:

- a. Encourage imaginative and innovative building techniques and utilize modern technology to its fullest extent to create buildings suited to natural hillside surroundings.
- b. Establish a spirit of cooperation, coordination and mutually agreeable standards between those governing agencies with land use controls within Vista's sphere of influence. Establish a means of negotiating differences in standards in areas which fall within our sphere of influence.
5. Encourage annexation of land within Vista's sphere of influence.

H. PARKS AND RECREATION

1. Provide parks and recreation system of sufficient size and quality to serve the community's needs.

Objectives:

- a. Establish the amount of land required to fill the open space and park needs of the community.
- b. Establish sufficient and diverse park and recreation areas to serve all segments of the community.
- c. Establish an efficient system of equestrian, hiking and bicycle trails for transportation and recreational activities.
- d. Establish a plan by which the City will designate, acquire and commit specific land for neighborhood and community parks.
- e. Diligently pursue agreements to permit joint use of school facilities and grounds for recreational programs.
- f. Establish and implement a plan to develop neighborhood facilities based on the school-park concept.

I. CIRCULATION - TRANSPORTATION

1. Provide for a system of transportation modes that is capable of meeting the continuing need for personal mobility and for the movement of goods throughout the City of Vista and its sphere of influence.

Objectives:

- a. The City shall adopt and adhere to a plan which establishes priorities for development of major arterials.
- b. Stress pre-planning to utilize transportation corridors so that they accommodate all compatible types of transportation.
2. All transportation modes shall be coordinated and systems shall utilize each mode effectively and provide appropriate interface between them.

3. Maintain, upgrade and develop existing and future transportation systems as a public service in a manner that renders them safe, flexible, environmentally acceptable and aesthetically pleasing.

Objectives:

4. The Plan will have to be framed in a realistic regional perspective on one hand, yet manifest the individuality and independence of community endeavors on the other.
5. The Plan, if it is to succeed, must have the confidence and acceptance of a majority of the citizens of the community and the City Council.

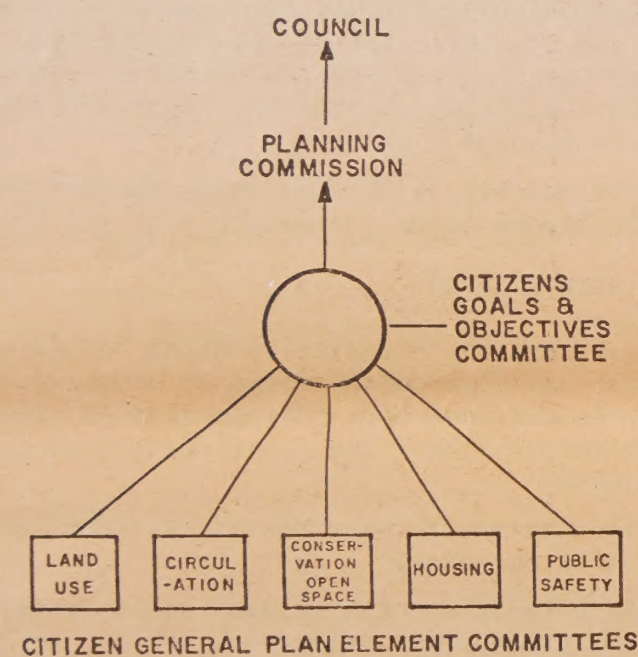
D. THE CITIZEN'S COMMITTEE

The embarkation date for this new General Plan was set for February 26, 1974, when a call to the community was sent out to establish citizen input into the new General Plan.

In response to this challenge, the Citizens' Vista Tomorrow Plan was initiated. The citizens responded, forming 5 committees to formulate goals and objectives and process the Elements of the General Plan. The committees were:

- | | |
|----------------------------|-----------------|
| I Land Use | IV Housing |
| II Circulation | V Public Safety |
| III Parks and Conservation | |

After a result of 5 months and over 2,000 citizen hours, the citizens formulated goals and objectives to guide the future General Plan.



E. FINAL GOALS AND OBJECTIVES ADOPTED BY THE GOALS AND OBJECTIVES COMMITTEE

Environment

1. Provide a high quality environment that at all times is healthful and pleasing to the senses of man; and understand the relationship between the maintenance of ecological systems and the general welfare of the people of the community.
- Objectives:
- a. Encourage the preservation of natural grades, site lines and ridges, and mature growth of existing terrain.
 - b. Expand environmental impact reports to show the impact on social issues such as public safety, taxes, social welfare, energy, traffic and the need for public transportation.
 - c. Establish ordinances and policies for cut and land fill, with specifics to be determined later.

2. Maintain a high quality life style and community pride in a spacious, semi-rural atmosphere which is Vista's most significant aspect. Conserve open space for the co-existence of man, wildlife and vegetation in our community.

Objectives:

- a. Provide adequate open space.
- b. Protect and improve our ecological balance.
- c. Preserve agricultural land.
- d. Protect wildlife habitat land.
- e. Provide necessary recreational land.
- f. Preserve and enhance scenic lands.
- g. Protect watershed land.
- h. Preserve and restore historic site land.
- i. Provide and preserve land essential to public health and safety.
- j. Preserve community identity.

(The definition of open space was approved as submitted. See footnote at end of Final Goals and Objectives.)

F. COMMUNITY CHARACTER

1. Enhance and preserve the spaciousness, attractiveness and natural beauty of the community in accommodating future growth.
2. Conserve the remaining physical and social charm of our semi-rural atmosphere.

Objectives:

- a. Establish density requirements to protect the semi-rural character of the planning area.
- b. Preserve the existing watercourses and creek beds in their natural condition wherever possible.
- c. Encourage architectural design that creates an impression of openness and individuality, with visual exposure to natural and open space features.
- d. Maximize the preservation of natural features such as rock outcroppings, natural trees and shrubbery through creative site development.
- e. Encourage an ideal standard for all development of small scale individual units through architectural impressions rather than large, multi-purpose buildings.
- f. Through appropriate planting programs, screen, wherever possible, all unsightly urban uses such as concrete drainage channels, transportation routes, utility easements and buildings, parking lots, etc.
- g. Promote the development of equestrian trails, bicycle trails and nature trails as a complement to the natural physical features.
- h. Encourage the continuance of agricultural land uses which are unique to the San Diego North County area in harmony and in conjunction with residential developments.
- i. Preserve all slope areas over 25% where possible, retaining them as visual open space.
- j. Limit height of buildings in Vista to no more than two stories unless approved by legislative action.

3. The transportation and circulation system should be planned to preserve our semi-rural atmosphere and should not be a means to create an urban

community.

Objectives:

- a. Promote aesthetic effects of major streets by providing landscaping, including landscaped median strips.
- b. Preserve the semi-rural character of the Planning Area, while promoting efficient circulation:
 - (1) "Beltways" shall be encouraged to facilitate easy movement from one side of the city to the other and movement to the freeway, the effect of which will be to lessen traffic flow congestion in the downtown area of the city. Collector streets should be established to feed the traffic to the beltways. Wherever possible, these roads should be designated as Scenic Highways.
 - (2) Land use density should not be increased in the areas adjoining the beltways. Comment: This assures the preservation of the semi-rural atmosphere and prevents urbanization of the outlying areas of the city, a process which appears to have been the natural consequence of the construction of major thoroughfares in many small cities of Southern California.
 - (3) Encourage a design pattern of residential streets that enhances the semi-rural character of the community as a preferable alternative to a traditional gridiron pattern. Establish standards for private roads and easements serving commercial and/or multi-unit residential development equivalent to those standards for public streets.
 - (4) Citizen input should be encouraged to identify hazardous areas.

4. Foster beauty and beautification throughout the Planning Area in the design, landscaping and development of properties.

Objective:

- a. Establish a Design Review Committee.
5. Preserve historical areas and artifacts by a program of legislative controls, tax incentives, direct acquisition by public agencies and private initiative.
 6. Preserve agricultural lands and ensure their economic viability by a program of legislative controls, tax incentives, direct acquisition by public agencies and private initiative.
- Objective:
- a. Encourage green belts or open spaces to prevent the surrounding cities from merging with Vista into one megalopolis.

G. COMMUNITY DEVELOPMENT

1. Provide community services and quality life style suitable for the topography, geology, traffic circulation and necessary health services of the Planning Area.
2. Provide a framework for a planned and unified community containing a compatible relationship among living, working, shopping, educational, civic, cultural and recreational facilities.

Objective:

- a. Assure that the planning for land use and transportation be a coordinated process.

3. Plan for adequate commercial areas to accommodate the community's mercantile needs, arranged and located to provide proper access and compatibility with adjoining use through design.
4. Provide for the carefully controlled development of the City of Vista in a manner calculated to preserve and enhance its natural and attractive semi-rural, healthful environment and atmosphere.

Objectives:

- a. Encourage imaginative and innovative building techniques and utilize modern technology to its fullest extent to create buildings suited to natural hillside surroundings.
- b. Establish a spirit of cooperation, coordination and mutually agreeable standards between those governing agencies with land use controls within Vista's sphere of influence. Establish a means of negotiating differences in standards in areas which fall within our sphere of influence.
5. Encourage annexation of land within Vista's sphere of influence.

H. PARKS AND RECREATION

1. Provide parks and recreation system of sufficient size and quality to serve the community's needs.

Objectives:

- a. Establish the amount of land required to fill the open space and park needs of the community.
- b. Establish sufficient and diverse park and recreation areas to serve all segments of the community.
- c. Establish an efficient system of equestrian, hiking and bicycle trails for transportation and recreational activities.
- d. Establish a plan by which the City will designate, acquire and commit specific land for neighborhood and community parks.
- e. Diligently pursue agreements to permit joint use of school facilities and grounds for recreational programs.
- f. Establish and implement a plan to develop neighborhood facilities based on the school-park concept.

I. CIRCULATION - TRANSPORTATION

1. Provide for a system of transportation modes that is capable of meeting the continuing need for personal mobility and for the movement of goods throughout the City of Vista and its sphere of influence.

Objectives:

- a. The City shall adopt and adhere to a plan which establishes priorities for development of major arterials.
- b. Stress pre-planning to utilize transportation corridors so that they accommodate all compatible types of transportation.
2. All transportation modes shall be coordinated and systems shall utilize each mode effectively and provide appropriate interface between them.
3. Maintain, upgrade and develop existing and future transportation systems as a public service in a manner that renders them safe, flexible, environmentally acceptable and aesthetically pleasing.

Objectives:

- a. Provide a series of specific plans for local streets in locations which would reduce the traffic volume on major streets in residential areas.
- b. The Master Plan circulation system of Vista shall be designed to follow natural courses and/or contours wherever possible, to minimize cutting and grading.
- c. Designate lands to be set aside for projected arterial thoroughfares, collector streets, etc., to lower the development costs of such routes and to avoid the costly and detractive imposition of such routes upon areas previously developed without such provisions. The City is to provide and approve centerlines for all thoroughfares, collector streets and arterial highways.
- d. Create a plan to provide needed street widenings and sidewalks in a contiguous downtown area. Abandon the present policy of non-contiguous street improvements, particularly in the outlying districts.
4. Coordinate all modes and routes of transportation with regional agencies.
5. Assure that transportation systems are politically, financially and technologically feasible.

Objectives:

- a. Needs programs for the Vista area should be developed and updated when necessary.
- b. Short and long range programs should be prepared and updated when necessary.
- c. Advantage should be taken of all available funds to complete needed projects.

J. HOUSING

1. Improve the residential environment for all the citizens of Vista and those within Vista's sphere of influence, present and future.

Objectives:

- a. Assure that a variety of residential densities and choices in residential life styles are available in appropriate locations with proper public and commercial facilities.
- b. Residential development:
 - (1) Encourage the upgrading or removal of blighted or obsolescent housing and the reconstruction of adequate structures in appropriate zoned locations, as the first priority of residential development.
 - (2) Accept the development of vacant, properly zoned land, within the urbanized area of the community of Vista that is adequately served by public facilities, as the second priority of the residential development.
 - (3) Consider the development of land adjacent to, and a logical extension of the community urbanized area, as the third priority of residential development, provided adequate service facilities are available or contained in the development.
 - (4) Discourage housing developments that are not contiguous to the urbanized community of Vista, if public facilities to serve the population of these developments are not available.
- c. Encourage the location of public facilities and support private non-residential facilities

within safe pedestrian access of concentrated housing areas.

2. Encourage adequate housing opportunities to be made available to all segments of the community.

Objectives:

- a. Make use of existing subsidy programs to assist low income individuals to maintain and secure adequate housing.
- b. Encourage a variety of housing types and styles for all economic segments.
3. Protect the value of existing housing by enforcing appropriate codes and incentive awards for architectural excellence.

Objectives:

 - a. By means of field inspection and statistical analysis, determine existing and potential housing problem areas in the community.
 - b. Establish a coordinated systematic program of housing, building and fire code enforcement and problem prevention.
 - c. Where the City has discretionary authority, use the process of design review to award incentives for architectural excellence.
 - d. Design public facilities and public works projects in a manner that sets a good example for potential developers.
4. Encourage programs for remedial action for sub-standard housing areas.
 - a. Recognize the regional nature of housing problems and urge cooperation with duly established housing organizations empowered to effectively deal with housing problems.
 - b. Guarantee, through adopted policy, that families displaced by government action are relocated in adequate housing in the same neighborhood where reasonably possible.

K. PUBLIC FACILITIES

1. Provide adequate public services and facilities for all segments of the community.

Objectives:

- a. The City of Vista Sanitation District should be encouraged to expand sewer facilities as soon as possible.
- b. Assure adequate high quality water supply.
- c. City growth should include provisions for adequate school facilities.

L. PUBLIC SAFETY

1. Seismic Safety Goal:

Make the community of Vista safer through the reduction of potential loss of life, injuries, damage to property and economic and social dislocations resulting from future seismic activity and related hazards.

Objectives:

- a. Identify areas of seismic hazards and prohibit construction of public buildings and facilities in areas of significant seismic hazards.
- b. Define acceptable risk with respect to seismic hazards.
- c. Continuously update all pertinent current codes to ensure that new developments are not hazardous.

2. Noise Reduction And Control:

Identify acceptable levels of noise and control noise generated in Vista to those levels so that it causes no human stress or health damage.

Objectives:

- a. Maximize enforcement of all vehicle noise abatement requirements of the Vehicle Code.
- b. Noise levels should not exceed the State of California standards for the type of use existing or proposed adjacent to transportation routes.
- c. Establish methods to absorb, deflect or reduce noise generated by neighboring non-compatible sources.

3. General Public Safety:

Improve safety within the City of Vista in order to reduce loss of life, injuries and damage to property.

Objectives:

- a. Identify safety hazards and define acceptable risk for citizens of Vista.
- b. Establish a systematic program for the continued enforcement of existing and future codes and regulations for fire, building and police protection.
- c. Establish preventive programs and abatement procedures for recognized safety hazards.
- d. Establish and maintain a public education and awareness program devoted to the improvement of public safety.
- e. Control levels of pollution, either caused directly or indirectly by transportation.

M. CITIZEN PARTICIPATION

1. Further encourage and develop the sense of community identity and foster a willingness to participate in community affairs.
2. Increase citizen interest and involvement in the General Plan; strive for adherence to a stable General Plan and encourage regular citizen review to ensure that the plan is utilized in a manner consistent with the spirit and purpose for which it was devised.

FOOTNOTE:

For clarification, the definition of Open Space for these goals and objectives shall read: "Open Space shall be understood to refer to any parcel or area of land which is:

1. Essentially unimproved.
2. Designated in the Open Space Element of the General Plan as:
 - a. Natural Resource Land
 - (1) Agricultural Land
 - (2) Wildlife Habitat Land
 - b. Recreational Land
 - (1) Developed Park Land
 - (2) Passive Park Land
 - (3) Special Use
 - c. Scenic Land
 - d. Watershed Land
 - e. Historic Site Land
 - f. Land Essential for Public Health and Safety

and which should be incorporated into the General Plan of the City of Vista to serve as guidelines for present and future planning in order that certain designed areas within our immediate boundaries and spheres of influence will, in spite of economic pressures, be preserved for present and future generations in such a manner as to enhance the environment, promote the general welfare and protect the needs of all residents."

THESE GOALS AND OBJECTIVES WERE UNANIMOUSLY APPROVED FOR FORWARDING TO THE PLANNING COMMISSION FOR ITS ACTION ON JULY 31, 1974.

THE PLANNING COMMISSION ENDORSED THESE GOALS AND OBJECTIVES AND FORWARDED THEM TO THE COUNCIL.

THE COUNCIL DIRECTED STAFF TO PREPARE THE GENERAL PLAN ELEMENTS AND ENVIRONMENTAL IMPACT REPORTS USING THE GOALS AND OBJECTIVES AS GUIDES.

THE GENERAL PLAN AND ITS ELEMENTS

The Council, through continuing Citizen Committee and Planning Commission input and recommendations, certified Environmental Impact Reports and adopted new or amended Elements to the General Plan as follows:

Seismic Safety	May 12, 1975
Scenic Highway Element	May 12, 1975
Safety Element	May 12, 1975
Noise Element	May 12, 1975
Amended Housing Element	June 9, 1975
Bicycle, Hiking and Equestrian Trails Element	November 29, 1975
Amended Conservation Element	December 8, 1975
Monitoring Community Growth/Planning, Programming & Budgeting	December 22, 1975
Community Identity Element	December 22, 1975
Recreational Element	January 12, 1976
Amended Open Space Element	January 12, 1976
Amended Land Use and Circulation Elements	July 7, 1976

The following chapters represent a summarization of the General Plan Elements that have been approved by the City of Vista. These Elements' programs are categorized in chapters.

- | | |
|--------------------------|--------------------------|
| I. Constraining Elements | III. Responsive Elements |
| II. Creative Elements | IV. Managing Elements |

This classification scopes the General Plan program into meaningful perspective.

CHAPTER I - CONSTRAINING ELEMENTS

- A. Seismic Safety Element
- B. Conservation Element
- C. Community Identity Element
- D. Regional Constraints

CHAPTER II - CREATIVE ELEMENTS

- A. Land Use Element (Including Housing Element)
- B. Circulation Element
- C. Open Space Element
- D. Recreational Element

CHAPTER III - RESPONSIVE ELEMENTS

- A. Noise Element
- B. Safety Element

- Provide a series of specific plans for local streets in locations which would reduce the traffic volume on major streets in residential areas.
- The Master Plan circulation system of Vista shall be designed to follow natural courses and/or contours wherever possible, to minimize cutting and grading.
- Designate lands to be set aside for projected arterial thoroughfares, collector streets, etc., to lower the development costs of such routes and to avoid the costly and detractive imposition of such routes upon areas previously developed without such provisions. The City is to provide and approve centerlines for all thoroughfares, collector streets and arterial highways.
- Create a plan to provide needed street widenings and sidewalks in a contiguous downtown area. Abandon the present policy of non-contiguous street improvements, particularly in the outlying districts.
- Coordinate all modes and routes of transportation with regional agencies.
- Assure that transportation systems are politically, financially and technologically feasible.

Objectives:

- Needs programs for the Vista area should be developed and updated when necessary.
- Short and long range programs should be prepared and updated when necessary.
- Advantage should be taken of all available funds to complete needed projects.

J. HOUSING

- Improve the residential environment for all the citizens of Vista and those within Vista's sphere of influence, present and future.

Objectives:

- Assure that a variety of residential densities and choices in residential life styles are available in appropriate locations with proper public and commercial facilities.
- Residential development:
 - Encourage the upgrading or removal of blighted or obsolescent housing and the reconstruction of adequate structures in appropriate zoned locations, as the first priority of residential development.
 - Accept the development of vacant, properly zoned land, within the urbanized area of the community of Vista that is adequately served by public facilities, as the second priority of the residential development.
 - Consider the development of land adjacent to, and a logical extension of the community urbanized area, as the third priority of residential development, provided adequate service facilities are available or contained in the development.
 - Discourage housing developments that are not contiguous to the urbanized community of Vista, if public facilities to serve the population of these developments are not available.
- Encourage the location of public facilities and support private non-residential facilities

within safe pedestrian access of concentrated housing areas.

- Encourage adequate housing opportunities to be made available to all segments of the community.

Objectives:

- Make use of existing subsidy programs to assist low income individuals to maintain and secure adequate housing.
 - Encourage a variety of housing types and styles for all economic segments.
- Protect the value of existing housing by enforcing appropriate codes and incentive awards for architectural excellence.

Objectives:

 - By means of field inspection and statistical analysis, determine existing and potential housing problem areas in the community.
 - Establish a coordinated systematic program of housing, building and fire code enforcement and problem prevention.
 - Where the City has discretionary authority, use the process of design review to award incentives for architectural excellence.
 - Design public facilities and public works projects in a manner that sets a good example for potential developers.
 - Encourage programs for remedial action for sub-standard housing areas.
 - Recognize the regional nature of housing problems and urge cooperation with duly established housing organizations empowered to effectively deal with housing problems.
 - Guarantee, through adopted policy, that families displaced by government action are re-located in adequate housing in the same neighborhood where reasonably possible.

K. PUBLIC FACILITIES

- Provide adequate public services and facilities for all segments of the community.

Objectives:

- The City of Vista Sanitation District should be encouraged to expand sewer facilities as soon as possible.
- Assure adequate high quality water supply.
- City growth should include provisions for adequate school facilities.

L. PUBLIC SAFETY

- Seismic Safety Goal:

Make the community of Vista safer through the reduction of potential loss of life, injuries, damage to property and economic and social dislocations resulting from future seismic activity and related hazards.

Objectives:

- Identify areas of seismic hazards and prohibit construction of public buildings and facilities in areas of significant seismic hazards.
- Define acceptable risk with respect to seismic hazards.
- Continuously update all pertinent current codes to ensure that new developments are not hazardous.

- Noise Reduction And Control:

Identify acceptable levels of noise and control noise generated in Vista to those levels so that it causes no human stress or health damage.

Objectives:

- Maximize enforcement of all vehicle noise abatement requirements of the Vehicle Code.
- Noise levels should not exceed the State of California standards for the type of use existing or proposed adjacent to transportation routes.
- Establish methods to absorb, deflect or reduce noise generated by neighboring non-compatible sources.

- General Public Safety:

Improve safety within the City of Vista in order to reduce loss of life, injuries and damage to property.

Objectives:

- Identify safety hazards and define acceptable risk for citizens of Vista.
- Establish a systematic program for the continued enforcement of existing and future codes and regulations for fire, building and police protection.
- Establish preventive programs and abatement procedures for recognized safety hazards.
- Establish and maintain a public education and awareness program devoted to the improvement of public safety.
- Control levels of pollution, either caused directly or indirectly by transportation.

M. CITIZEN PARTICIPATION

- Further encourage and develop the sense of community identity and foster a willingness to participate in community affairs.
- Increase citizen interest and involvement in the General Plan; strive for adherence to a stable General Plan and encourage regular citizen review to ensure that the plan is utilized in a manner consistent with the spirit and purpose for which it was devised.

FOOTNOTE:

For clarification, the definition of Open Space for these goals and objectives shall read: "Open Space shall be understood to refer to any parcel or area of land which is:

- Essentially unimproved.
- Designated in the Open Space Element of the General Plan as:
 - Natural Resource Land
 - Agricultural Land
 - Wildlife Habitat Land
 - Recreational Land
 - Developed Park Land
 - Passive Park Land
 - Special Use
 - Scenic Land
 - Watershed Land
 - Historic Site Land
 - Land Essential for Public Health and Safety

and which should be incorporated into the General Plan of the City of Vista to serve as guidelines for present and future planning in order that certain designed areas within our immediate boundaries and spheres of influence will, in spite of economic pressures, be preserved for present and future generations in such a manner as to enhance the environment, promote the general welfare and protect the needs of all residents."

THESE GOALS AND OBJECTIVES WERE UNANIMOUSLY APPROVED FOR FORWARDING TO THE PLANNING COMMISSION FOR ITS ACTION ON JULY 31, 1974.

THE PLANNING COMMISSION ENDORSED THESE GOALS AND OBJECTIVES AND FORWARDED THEM TO THE COUNCIL.

THE COUNCIL DIRECTED STAFF TO PREPARE THE GENERAL PLAN ELEMENTS AND ENVIRONMENTAL IMPACT REPORTS USING THE GOALS AND OBJECTIVES AS GUIDES.

THE GENERAL PLAN AND ITS ELEMENTS

The Council, through continuing Citizen Committee and Planning Commission input and recommendations, certified Environmental Impact Reports and adopted new or amended Elements to the General Plan as follows:

Seismic Safety	May 12, 1975
Scenic Highway Element	May 12, 1975
Safety Element	May 12, 1975
Noise Element	May 12, 1975
Amended Housing Element	June 9, 1975
Bicycle, Hiking and Equestrian Trails Element	November 29, 1975
Amended Conservation Element	December 8, 1975
Monitoring Community Growth/Planning, Programming & Budgeting	December 22, 1975
Community Identity Element	December 22, 1975
Recreational Element	January 12, 1976
Amended Open Space Element	January 12, 1976
Amended Land Use and Circulation Elements	July 7, 1976

The following chapters represent a summarization of the General Plan Elements that have been approved by the City of Vista. These Elements' programs are categorized in chapters.

- | | |
|--------------------------|--------------------------|
| I. Constraining Elements | III. Responsive Elements |
| II. Creative Elements | IV. Managing Elements |

This classification scopes the General Plan program into meaningful perspective.

CHAPTER I - CONSTRAINING ELEMENTS

- Seismic Safety Element
- Conservation Element
- Community Identity Element
- Regional Constraints

CHAPTER II - CREATIVE ELEMENTS

- Land Use Element (Including Housing Element)
- Circulation Element
- Open Space Element
- Recreational Element

CHAPTER III - RESPONSIVE ELEMENTS

- Noise Element
- Safety Element

CHAPTER IV - MANAGING THE PLAN

- A. Monitoring Community Development
- B. Planning, Programming and Budgeting

CHAPTER I

CONSTRAINING ELEMENTS

Constraining Elements define the restrictions and limitations of community development, based on physical limitations and citizens' desires to preserve certain aspects of the community.

The resources of the community have been identified through environmental surveys that have been and will be made in the community. These completed studies include:

- a. A geotechnic survey; Burkland & Associates
- b. A biological survey; John P. Rieger
- c. An anthropological study; Stanley Berryman
- d. A paleontological survey; Westec Corp., Inc.
- e. Miscellaneous environmental material revealed by Environmental Impact Reports prepared for significant projects in the City.

The above reports are available for citizen review at the City of Vista Planning Department's Environmental Library.

A. SEISMIC SAFETY ELEMENT

1. Introduction and Background

The Seismic Safety Element addresses seismic hazards which pose a potential threat to public safety in the City of Vista. These hazards will include:

- a. Surface ruptures
- b. Ground shaking
- c. Ground failures
- d. Seismically induced waves
- e. Mudslides
- f. Landslides
- g. Slope stability

Specific findings, information and implementation recommendations are contained in a report. The City of Vista contracted with Burkland & Associates for a geotechnical survey of the community, which is on file in the Environmental Library of the City.

2. Summary of Significant Geotechnic Findings

About 40% of the Planning Area could be developed following routine geotechnical investigations, while the remaining 60% is subject to geologic conditions that would require detailed geotechnical investigation prior to urbanization. Although there are no known seismically active faults in the Planning Area, the Inglewood-Rose Canyon Fault is about 5 miles offshore from Carlsbad and Oceanside (to the west). Potential geotechnical problems, in addition to seismic hazards, include slope stability, flooding, and problem soils, in addition to the continuing problems of erosion and siltation.

3. Seismic Safety Goals and Objectives

Seismic safety goals and objectives were adopted as recommended by the Goals and Objectives Committee.

4. Acceptable Risk

If future projects address the soil situations as a primary environmental concern and building code requirements continue to consider seismic hazard in their provisions, a level of acceptable risk will be achieved. This level is defined as that level where further community action is not necessary to protect life and property from seismic hazards.

The community should, however, establish a systematic program of code enforcement, hazard abatement, and identification for existing structural hazards.

5. Seismic Safety Policies

- a. Seismic hazards, when identified, shall be public information and appropriate warning against development of these areas shall be given in order to

prevent future disasters and protect the City from liability.

- b. Implement a coordinated program of enforcing Building and Fire Codes, to ensure protection in identified seismic areas and encourage correction of all existing hazards.
- c. Initiate a program of optimum public awareness of established safety procedures in the event of disaster.
- d. Take necessary measures to assure that all emergency services can maintain continued operation in the event of seismic disaster.
- e. The City shall cooperate with all duly established regional entities that are qualified in the field of seismic hazard identification and analysis.

6. Flood Plain - Drainage

- a. Identification:

There must be careful and precise identification of areas in the community that have a possible flooding situation in case an inordinate amount of water is forthcoming from a 100 year storm. The areas have been identified on the Geotechnic Report Map.

- b. Policies:

- (1) A Flood Plain (FP) Overlay Zone will be created and applied to property identified as being located in an area subject to flood.
- (2) Property in this area should be eligible for natural disaster insurance when this FP zone is designated.
- (3) The City will endeavor to acquire land in the FP zone under the aegis of the Open Space Element of the General Plan.
- (4) Drainage areas, where possible, should remain in their natural condition. If channelization is necessary, box channeling shall be applied, as defined in the Conservation Element.

7. Slope - The Terrain

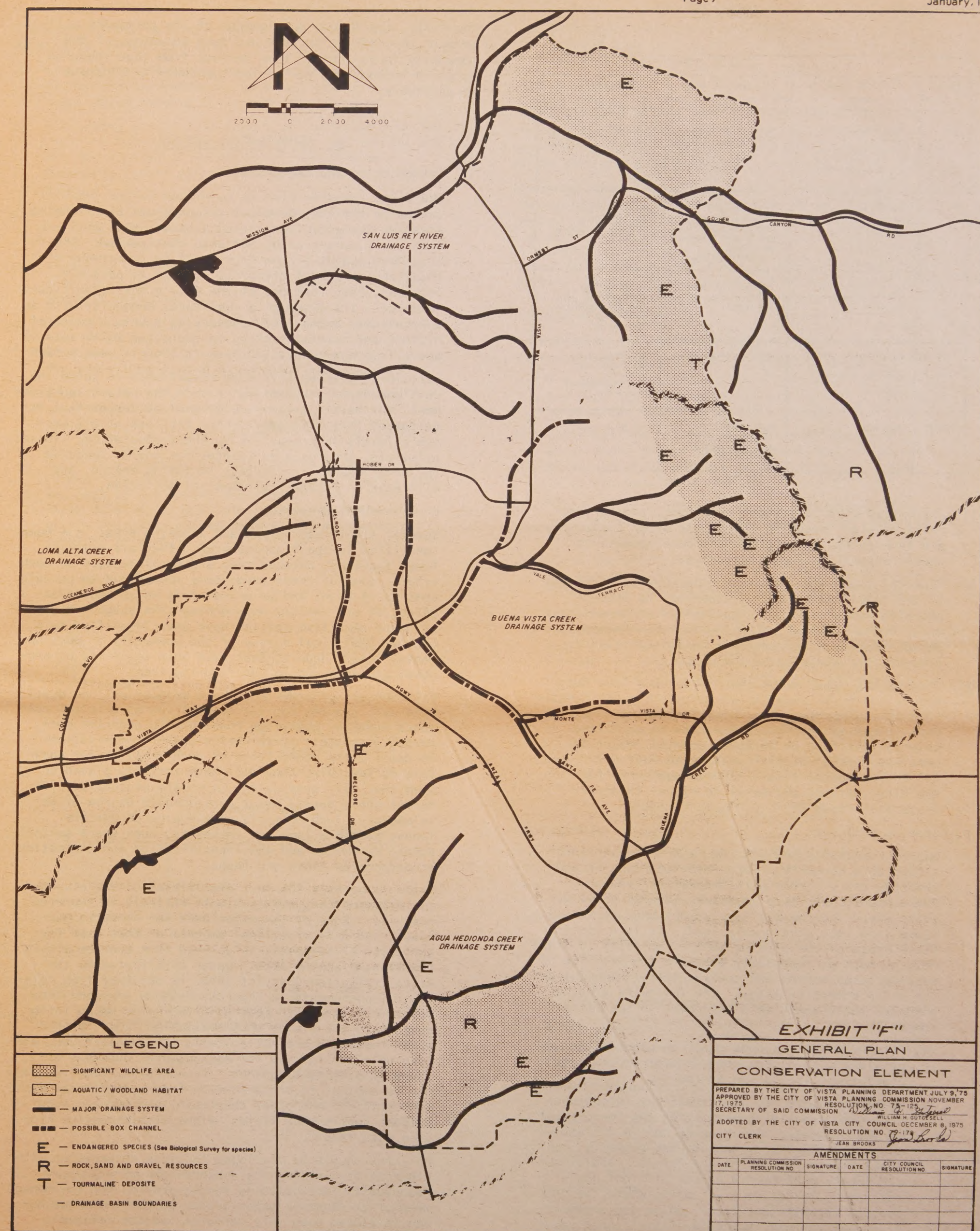
Other factors notwithstanding, the Vista community has an abundance of slope variation that results in physical limits to community development. Furthermore, it is the same slope variation that contributes significantly to the community character of a semi-rural atmosphere and social charm.

- a. Slope Classification:

Generally the prime developable land is level land, or in this case, slope of 5% or less. The total planning area has approximately 20% of its land in this category. As the slope increases, the development alternatives decrease. There is also approximately 20% of the planning area, much of this in the San Marcos Hills, that is over 25% slope. This land is virtually undevelopable.

- b. Land Use - Slope Matrix:

Land use intensity developments are directly related to the amount of slope. The greater the slope, the less flexible the development potential. The following table designates the relationship of slope and land use.



CHAPTER IV - MANAGING THE PLAN

- A. Monitoring Community Development
- B. Planning, Programming and Budgeting

CHAPTER I

CONSTRAINING ELEMENTS

Constraining Elements define the restrictions and limitations of community development, based on physical limitations and citizens' desires to preserve certain aspects of the community.

The resources of the community have been identified through environmental surveys that have been and will be made in the community. These completed studies include:

- a. A geotechnic survey; Burkland & Associates
- b. A biological survey; John P. Rieger
- c. An anthropological study; Stanley Berryman
- d. A paleontological survey; Westec Corp., Inc.
- e. Miscellaneous environmental material revealed by Environmental Impact Reports prepared for significant projects in the City.

The above reports are available for citizen review at the City of Vista Planning Department's Environmental Library.

A. SEISMIC SAFETY ELEMENT

1. Introduction and Background

The Seismic Safety Element addresses seismic hazards which pose a potential threat to public safety in the City of Vista. These hazards will include:

- a. Surface ruptures
- b. Ground shaking
- c. Ground failures
- d. Seismically induced waves
- e. Mudslides
- f. Landslides
- g. Slope stability

Specific findings, information and implementation recommendations are contained in a report. The City of Vista contracted with Burkland & Associates for a geotechnical survey of the community, which is on file in the Environmental Library of the City.

2. Summary of Significant Geotechnic Findings

About 40% of the Planning Area could be developed following routine geotechnical investigations, while the remaining 60% is subject to geologic conditions that would require detailed geotechnical investigation prior to urbanization. Although there are no known seismically active faults in the Planning Area, the Inglewood-Rose Canyon Fault is about 5 miles offshore from Carlsbad and Oceanside (to the west). Potential geotechnical problems, in addition to seismic hazards, include slope stability, flooding, and problem soils, in addition to the continuing problems of erosion and siltation.

3. Seismic Safety Goals and Objectives

Seismic safety goals and objectives were adopted as recommended by the Goals and Objectives Committee.

4. Acceptable Risk

If future projects address the soil situations as a primary environmental concern and building code requirements continue to consider seismic hazard in their provisions, a level of acceptable risk will be achieved. This level is defined as that level where further community action is not necessary to protect life and property from seismic hazards.

The community should, however, establish a systematic program of code enforcement, hazard abatement, and identification for existing structural hazards.

5. Seismic Safety Policies

- a. Seismic hazards, when identified, shall be public information and appropriate warning against development of these areas shall be given in order to

prevent future disasters and protect the City from liability.

- b. Implement a coordinated program of enforcing Building and Fire Codes, to ensure protection in identified seismic areas and encourage correction of all existing hazards.
- c. Initiate a program of optimum public awareness of established safety procedures in the event of disaster.
- d. Take necessary measures to assure that all emergency services can maintain continued operation in the event of seismic disaster.
- e. The City shall cooperate with all duly established regional entities that are qualified in the field of seismic hazard identification and analysis.

6. Flood Plain - Drainage

a. Identification:

There must be careful and precise identification of areas in the community that have a possible flooding situation in case an inordinate amount of water is forthcoming from a 100 year storm. The areas have been identified on the Geotechnic Report Map.

b. Policies:

- (1) A Flood Plain (FP) Overlay Zone will be created and applied to property identified as being located in an area subject to flood.
- (2) Property in this area should be eligible for natural disaster insurance when this FP zone is designated.
- (3) The City will endeavor to acquire land in the FP zone under the aegis of the Open Space Element of the General Plan.
- (4) Drainage areas, where possible, should remain in their natural condition. If channelization is necessary, box channeling shall be applied, as defined in the Conservation Element.

7. Slope - The Terrain

Other factors notwithstanding, the Vista community has an abundance of slope variation that results in physical limits to community development. Furthermore, it is the same slope variation that contributes significantly to the community character of a semi-rural atmosphere and social charm.

a. Slope Classification:

Generally the prime developable land is level land, or in this case, slope of 5% or less. The total planning area has approximately 20% of its land in this category. As the slope increases, the development alternatives decrease. There is also approximately 20% of the planning area, much of this in the San Marcos Hills, that is over 25% slope. This land is virtually undevelopable.

b. Land Use - Slope Matrix:

Land use intensity developments are directly related to the amount of slope. The greater the slope, the less flexible the development potential. The following table designates the relationship of slope and land use.

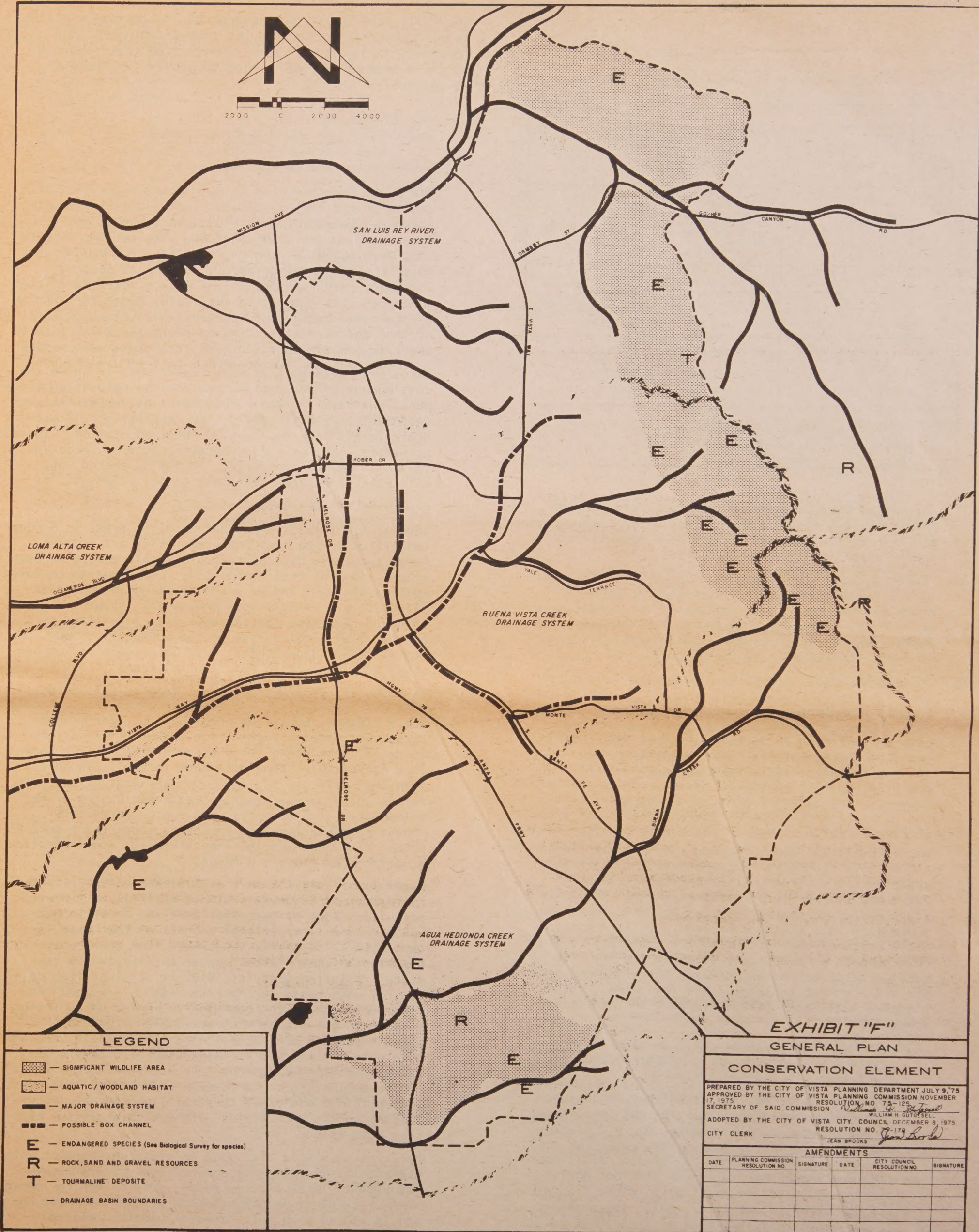


TABLE 3

SLOPE - LAND USE MATRIX			
PERCENT SLOPE	PERMITTED USES 1/	SPECIAL USES 2/	PROHIBITED USES 3/
0-5	Agricultural, Industrial, Commercial, All Residential Uses, Institutional-Public Uses	Very High and High Density Residential	None
6-10	Low to Medium Density Residential, Agricultural	Neighborhood Commercial, High Density Residential, Medium High Density Residential, Institutional Uses	General Industrial, Very High Density Residential, General Commercial
11-15	Low and Medium Low Density Residential, Agricultural	Institutional Uses, Medium Density Residential	All Industrial and Commercial, Very High, High and Medium High Density Residential
16-25	Agricultural, Low Density Residential, Open Public Uses	Institutional Uses	All Industrial and Commercial, Medium Low to Very High Density Residential
Over 25	Open Space	Agricultural, Recreational, Very Low Density Residential	All Other Uses

- 1/ "Permitted Uses" are those uses that, from a slope point of view (assuming zoning and other conditions are favorable), are appropriate developments for their respective slope categories.
- 2/ "Special Uses" are those uses that may be permitted if the development takes precautions to prevent potential problems. "Design Review" or an addressment to the slope situation by an environmental impact supplemental statement would sufficiently protect the integrity of the property.
- 3/ "Prohibited Uses" means that these uses have been determined to be incompatible with the slope classifications where they have been designated. Those uses listed as prohibited uses may be permitted only if justified by an Environmental Impact Report and special discretionary site approval. All Environmental Impact Reports performed for the City shall be addressed to slope, in accordance with Table 3.

c. Grading Policies:

Whereas the hills and sloping land have been identified as a community image resource, caution and scrutiny are in order with respect to grading. The community of Vista possesses several hillside scars where "borrow pit" operations have converted slope land into developable land. It is a specific purpose of the grading control policies to minimize as much as reasonably possible the practice of massive earth moving and grading that is harmful to the Vista community image. The following grading policies shall apply to development in the Vista community.

- (1) Cut and/or fill slopes shall be planted and provided with a permanent, master-controlled, underground irrigation system.
- (2) Grading permits may be issued only in conjunction with a building permit for the improvement of the property. All grading not in conjunction with the improvement of the property shall require a Special Use Permit. Additional regulatory grading ordinances will not apply to grading in residential zoning where the cut is less than 1' (one foot) and/or the movement of earth does not exceed 50 (fifty) cubic yards.

Hopefully, the future development of the community will respect the natural terrain and take advantage of the community image, rather than detract from that resource which is responsible for making community development so desirable.

B. CONSERVATION ELEMENT

1. Introduction and Background

The Vista Tomorrow Plan is committed to the identification of the environmental resources in the Planning Area and the establishment of programs that will promote their conservation and wise utilization. The future development of the City shall be in harmony with these environmental resources insofar as possible. Together, they form one of the City's most significant resources, its image as a semi-rural community with an agricultural background, possessing a unique cultural history and natural setting; a character which sets it apart from many other Southern California communities.

Certain principles have been established to guide the development of programs to protect the natural environment, yet permit a reasonable level of residential development that will provide for families of all economic levels in proportion to their population. These principles are designed to preserve and/or conserve the environmental resources, including energy, and eliminate or reduce environmental pollution.

2. Environmental Resources

Several significant plant and wildlife areas have been identified in the Planning Area. They are usually found together, because they are complementary to each other. Some of these areas have been found to contain species of plant and/or animal life which are endangered, or are rapidly approaching this stage. Certain of these sensitive species have been identified by a general biological survey of the community or Environmental Impact Reports that have been completed or proposed projects within the Planning Area.

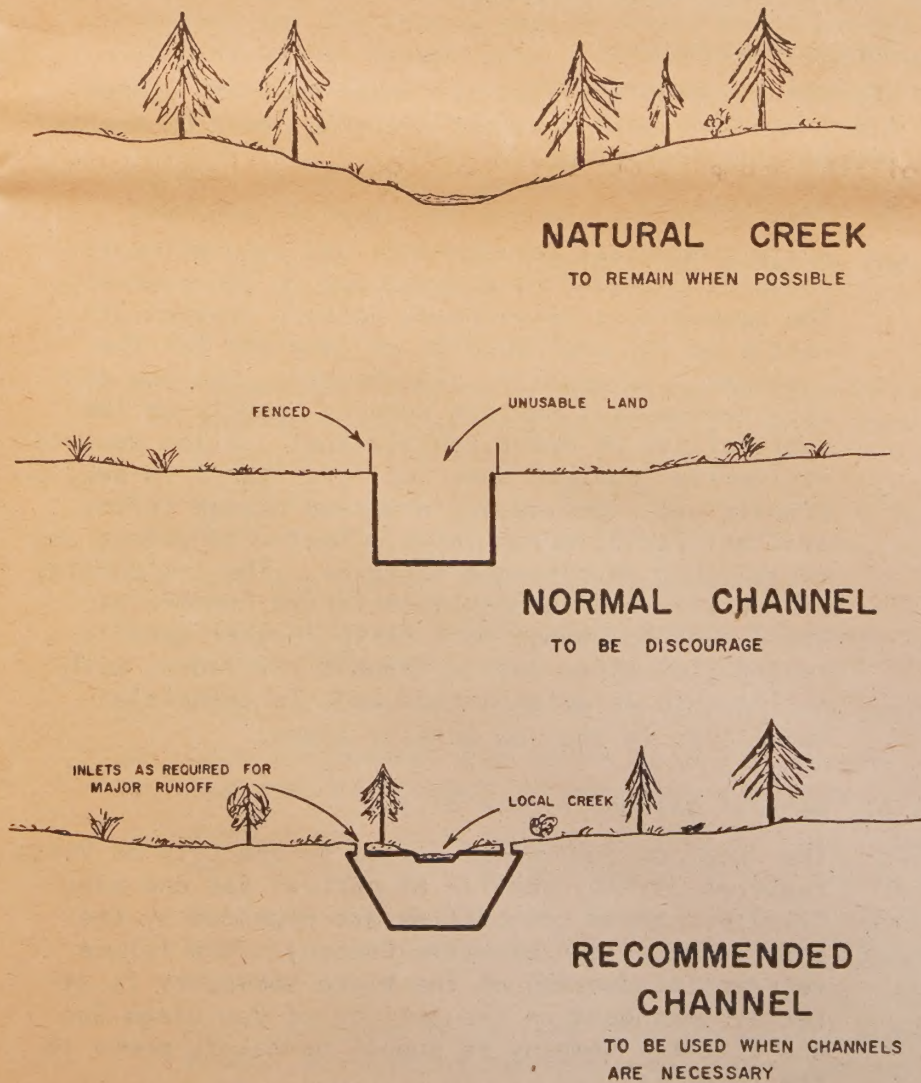
Policies and programs that have been or will be developed will provide for the acquisition of critical open space areas by public or quasi-public agencies concerned with their preservation and/or conservation. In cases where acquisition of such areas is not possible or feasible, they will have controls placed on them that will provide the necessary protection, yet permit the property owner a reasonable degree of development. Such controls should provide for the lowest possible land use intensity, open space and/or scenic easements and the identification and protection of endangered flora and fauna.

Water is perhaps the most significant of the environmental resources, and is almost entirely an imported resource. None of the water used for domestic purposes, and only fractional amounts of that used for agricultural purposes, is derived from sources within the Vista Planning Area. Water distributed by the Vista Irrigation District (VID) is obtained from rainwater impoundments in the Lake Henshaw area and the Colorado River, with Feather River water being introduced into the system when available. Local groundwater resources are not suitable for domestic use, and have only limited use for agricultural purposes because of high salt content. In addition, local streams may be subject to contamination from agricultural waste (insecticides and other chemicals) and seepage from private septic tank fields, along with excessive erosion materials.

Policies should be developed in close cooperation with VID that provide for the conservation of all water resources. Such policies should provide for the management or guidance of urbanization so that no undue burden is placed upon this resource and its related

elements. These policies should provide for, but not necessarily be limited to:

- a. Encouraging the use of native or drought-resistant plantings for ornamental purposes, and agricultural crops which require a minimum of irrigation.
- b. Minimizing ground (building site) coverage with impervious materials (e.g., buildings and paving) and the destruction of ground covers which prevent excessive runoff of rainwaters and permit percolation.
- c. The identification of areas that are particularly well suited to agricultural crops and their preservation wherever possible.
- d. Promoting the continuance or establishment of new crop lands which are compatible with urbanization wherever possible.
- e. Adoption of strict standards governing erosion control measures, temporary and permanent, that would be applied to all projects involving grading or the removal of ground covers over large areas.
- f. Close regulation of any development in areas with an average slope of 25% or greater.
- g. Utilize natural stream channels for flood control purposes whenever possible. This may be accomplished by removing all undergrowth from the flood channel and planting it with flood resistant grasses that do not impede the flow of floodwaters. Where this is not possible, covered box channels with a recreated stream channel on top should be required (Figure 1).



- h. Prohibit development in flood plains wherever possible, particularly those of a critical nature, or those which could involve major loss of life or property damage.

- i. Encourage and promote the recycling of water resources and the possibility of desalinization of sea water for future use.

Mineral resources in the Planning Area are almost entirely limited to construction materials (sand, gravel and rock) with the exception of tourmaline deposits located in the San Marcos Mountains; although the possibility of the discovery of other deposits or minerals should not be excluded.

Policies concerned with the conservation of the resource should provide that the extraction of any mineral resource be made subject to the conditions of a Special Use Permit. Criteria governing the issuance of such a permit should include a requirement for an economic study to establish that there is a need for such materials, and an Environmental Impact Report must identify the consequences of any such operation on the ecology of the site.

Obstacles to the implementation of conservation measures may include, but not necessarily be limited to:

- a. The concept that land should be put to its "highest and best use", which implies the greatest economic gain by the property owner.
- b. Technical limitations of members of the City staff, which would necessitate the employment of technically qualified persons or consultants to accomplish the necessary studies.
- c. Trends of development that are well established and therefore difficult to change to reflect effective conservation measures.
- d. Coordination of the various agencies (Local, State and Federal) which exercise some degree of control over a good portion of the concerned resources.
- e. Time constraints involved in placing the necessary information before the general public, allowing ample time for debate and compromise, and the establishment of policies needed to prevent or correct actions which may be detrimental to the natural resources.
- f. Difficulties encountered by the elected officials in determining if there was sufficient public support for or against a proposed action upon which to base their decision, as well as the effects of any such decision upon the City's tax base.

C. COMMUNITY IDENTITY ELEMENT

1. Introduction

The preservation of the semi-rural character and social charm of the Vista community is a desire of the citizens. Therefore, a Community Identity Element is necessary to expose the components of this character, and suggest a method for its preservation.

Components of the Vista semi-rural community character are:

- a. Impressions of open, natural and spacious land.
- b. Winding, uncongested streets.
- c. Quiet, peaceful background.
- d. Residential developments that do not conflict with light agricultural uses.
- e. Minimized development impacts on rural uses such as avocado, macadamia nut, and citrus groves, cactus, strawberry, commercial flowers and other truck crops that harmoniously co-exist with a low density semi-rural character community.
- f. Limited animal husbandry, such as horse boarding on sufficient sized lots.
- g. Natural watercourses and background hillsides in visible evidence throughout the community.

TABLE 3

SLOPE - LAND USE MATRIX			
PERCENT SLOPE	PERMITTED USES 1/	SPECIAL USES 2/	PROHIBITED USES 3/
0-5	Agricultural, Industrial, Commercial, All Residential Uses, Institutional-Public Uses	Very High and High Density Residential	None
6-10	Low to Medium Density Residential, Agricultural	Neighborhood Commercial, High Density Residential, Medium High Density Residential, Institutional Uses	General Industrial, Very High Density Residential, General Commercial
11-15	Low and Medium Low Density Residential, Agricultural	Institutional Uses, Medium Density Residential	All Industrial and Commercial, Very High, High and Medium High Density Residential
16-25	Agricultural, Low Density Residential, Open Public Uses	Institutional Uses	All Industrial and Commercial, Medium Low to Very High Density Residential
Over 25	Open Space	Agricultural, Recreational, Very Low Density Residential	All Other Uses

- 1/ "Permitted Uses" are those uses that, from a slope point of view (assuming zoning and other conditions are favorable), are appropriate developments for their respective slope categories.
- 2/ "Special Uses" are those uses that may be permitted if the development takes precautions to prevent potential problems. "Design Review" or an addressment to the slope situation by an environmental impact supplemental statement would sufficiently protect the integrity of the property.
- 3/ "Prohibited Uses" means that these uses have been determined to be incompatible with the slope classifications where they have been designated. Those uses listed as prohibited uses may be permitted only if justified by an Environmental Impact Report and special discretionary site approval. All Environmental Impact Reports performed for the City shall be addressed to slope, in accordance with Table 3.

c. Grading Policies:

Whereas the hills and sloping land have been identified as a community image resource, caution and scrutiny are in order with respect to grading. The community of Vista possesses several hillside scars where "borrow pit" operations have converted slope land into developable land. It is a specific purpose of the grading control policies to minimize as much as reasonably possible the practice of massive earth moving and grading that is harmful to the Vista community image. The following grading policies shall apply to development in the Vista community.

(1) Cut and/or fill slopes shall be planted and provided with a permanent, master-controlled, underground irrigation system.

(2) Grading permits may be issued only in conjunction with a building permit for the improvement of the property. All grading not in conjunction with the improvement of the property shall require a Special Use Permit. Additional regulatory grading ordinances will not apply to grading in residential zoning where the cut is less than 1' (one foot) and/or the movement of earth does not exceed 50 (fifty) cubic yards.

Hopefully, the future development of the community will respect the natural terrain and take advantage of the community image, rather than detract from that resource which is responsible for making community development so desirable.

B. CONSERVATION ELEMENT

1. Introduction and Background

The Vista Tomorrow Plan is committed to the identification of the environmental resources in the Planning Area and the establishment of programs that will promote their conservation and wise utilization. The future development of the City shall be in harmony with these environmental resources insofar as possible. Together, they form one of the City's most significant resources, its image as a semi-rural community with an agricultural background, possessing a unique cultural history and natural setting; a character which sets it apart from many other Southern California communities.

Certain principles have been established to guide the development of programs to protect the natural environment, yet permit a reasonable level of residential development that will provide for families of all economic levels in proportion to their population. These principles are designed to preserve and/or conserve the environmental resources, including energy, and eliminate or reduce environmental pollution.

2. Environmental Resources

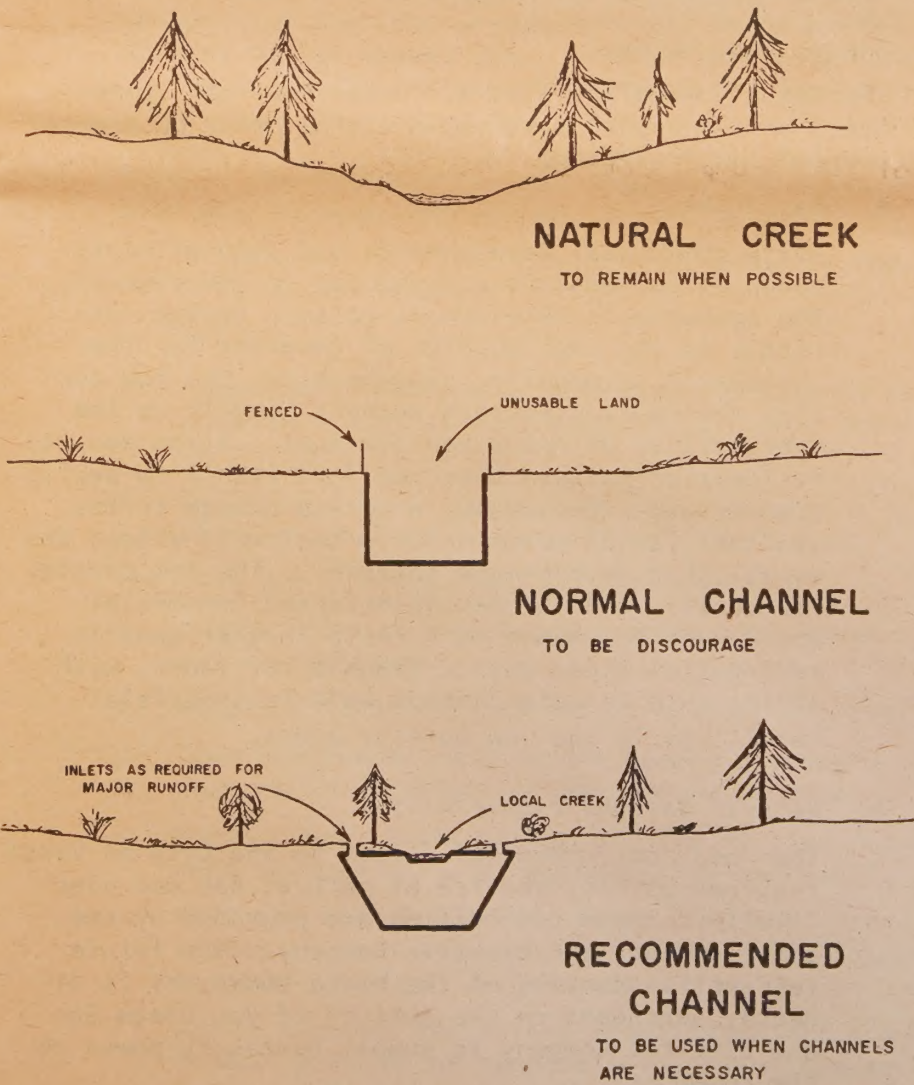
Several significant plant and wildlife areas have been identified in the Planning Area. They are usually found together, because they are complementary to each other. Some of these areas have been found to contain species of plant and/or animal life which are endangered, or are rapidly approaching this stage. Certain of these sensitive species have been identified by a general biological survey of the community or Environmental Impact Reports that have been completed or proposed projects within the Planning Area.

Policies and programs that have been or will be developed will provide for the acquisition of critical open space areas by public or quasi-public agencies concerned with their preservation and/or conservation. In cases where acquisition of such areas is not possible or feasible, they will have controls placed on them that will provide the necessary protection, yet permit the property owner a reasonable degree of development. Such controls should provide for the lowest possible land use intensity, open space and/or scenic easements and the identification and protection of endangered flora and fauna.

Water is perhaps the most significant of the environmental resources, and is almost entirely an imported resource. None of the water used for domestic purposes, and only fractional amounts of that used for agricultural purposes, is derived from sources within the Vista Planning Area. Water distributed by the Vista Irrigation District (VID) is obtained from rain-water impoundments in the Lake Henshaw area and the Colorado River, with Feather River water being introduced into the system when available. Local ground-water resources are not suitable for domestic use, and have only limited use for agricultural purposes because of high salt content. In addition, local streams may be subject to contamination from agricultural waste (insecticides and other chemicals) and seepage from private septic tank fields, along with excessive erosion materials.

Policies should be developed in close cooperation with VID that provide for the conservation of all water resources. Such policies should provide for the management or guidance of urbanization so that no undue burden is placed upon this resource and its related

- elements. These policies should provide for, but not necessarily be limited to:
- a. Encouraging the use of native or drought-resistant plantings for ornamental purposes, and agricultural crops which require a minimum of irrigation.
 - b. Minimizing ground (building site) coverage with impervious materials (e.g., buildings and paving) and the destruction of ground covers which prevent excessive runoff of rainwaters and permit percolation.
 - c. The identification of areas that are particularly well suited to agricultural crops and their preservation wherever possible.
 - d. Promoting the continuance or establishment of new crop lands which are compatible with urbanization wherever possible.
 - e. Adoption of strict standards governing erosion control measures, temporary and permanent, that would be applied to all projects involving grading or the removal of ground covers over large areas.
 - f. Close regulation of any development in areas with an average slope of 25% or greater.
 - g. Utilize natural stream channels for flood control purposes whenever possible. This may be accomplished by removing all undergrowth from the flood channel and planting it with flood resistant grasses that do not impede the flow of floodwaters. Where this is not possible, covered box channels with a recreated stream channel on top should be required (Figure 1).



- h. Prohibit development in flood plains wherever possible, particularly those of a critical nature, or those which could involve major loss of life or property damage.

- i. Encourage and promote the recycling of water resources and the possibility of desalinization of sea water for future use.
- Mineral resources in the Planning Area are almost entirely limited to construction materials (sand, gravel and rock) with the exception of tourmaline deposits located in the San Marcos Mountains; although the possibility of the discovery of other deposits or minerals should not be excluded.
- Policies concerned with the conservation of the resource should provide that the extraction of any mineral resource be made subject to the conditions of a Special Use Permit. Criteria governing the issuance of such a permit should include a requirement for an economic study to establish that there is a need for such materials, and an Environmental Impact Report must identify the consequences of any such operation on the ecology of the site.
- Obstacles to the implementation of conservation measures may include, but not necessarily be limited to:
- a. The concept that land should be put to its "highest and best use", which implies the greatest economic gain by the property owner.
 - b. Technical limitations of members of the City staff, which would necessitate the employment of technically qualified persons or consultants to accomplish the necessary studies.
 - c. Trends of development that are well established and therefore difficult to change to reflect effective conservation measures.
 - d. Coordination of the various agencies (Local, State and Federal) which exercise some degree of control over a good portion of the concerned resources.
 - e. Time constraints involved in placing the necessary information before the general public, allowing ample time for debate and compromise, and the establishment of policies needed to prevent or correct actions which may be detrimental to the natural resources.
 - f. Difficulties encountered by the elected officials in determining if there was sufficient public support for or against a proposed action upon which to base their decision, as well as the effects of any such decision upon the City's tax base.

C. COMMUNITY IDENTITY ELEMENT

1. Introduction

The preservation of the semi-rural character and social charm of the Vista community is a desire of the citizens. Therefore, a Community Identity Element is necessary to expose the components of this character, and suggest a method for its preservation.

Components of the Vista semi-rural community character are:

- a. Impressions of open, natural and spacious land.
- b. Winding, uncongested streets.
- c. Quiet, peaceful background.
- d. Residential developments that do not conflict with light agricultural uses.
- e. Minimized development impacts on rural uses such as avocado, macadamia nut, and citrus groves, cactus, strawberry, commercial flowers and other truck crops that harmoniously co-exist with a low density semi-rural character community.
- f. Limited animal husbandry, such as horse boarding on sufficient sized lots.
- g. Natural watercourses and background hillsides in visible evidence throughout the community.

- h. Natural ridge lines, native or quasi-native vegetation portraying a secluded, low key setting conducive to quiet, natural surroundings.
- i. Protect and enhance the traditional Spanish rancho theme which has been a positive attribute of this region for many years.

Thus, to protect and perpetuate this semi-rural community character in the wake of intense community development precipitated by economic pressures, these 9 components are guides to encourage voluntary consideration of the community identity.

D. REGIONAL RESTRAINTS

1. Introduction

The physical resource and seismic hazard identifications have described site development constraints in the City of Vista. Because Vista is a bedroom community and a component of the San Diego Metropolitan Region, there are further regional or situation constraints in addition to the site constraints.

2. Air Basin

The most significant regional constraint affecting the Vista community is the air basin in which it is enclosed. Consensus of the Metropolitan Area citizens rates high air quality maintenance as the number one priority matter. Therefore, any significant decrease in the air quality in the community, whether it be caused within or outside of the Vista sphere of influence, will require a reassessment of future community development plans. In order to maintain a high air quality in the basin, the City of Vista establishes the following policies:

- a. To monitor, record and report the status of the air pollution content in the City of Vista.
- b. To cooperate with Federal, State, Regional, County and Local agencies that are deemed by the community to be an effective force for the protection of the air quality of the community.
- c. To establish emergency or contingency plans to be enforced if and when air pollution reaches an intolerable level.
- d. To maximize the retention and creation of open space and landscaped areas to provide relief to the air basin.
- e. To adopt all regulations that demonstrate effectiveness in ameliorating air pollution problems.

3. Economic and Social Situations

Since the Vista community is a bedroom component of a larger metropolitan region, changes in neighboring economies or social situations will affect the Vista community. For example, an increased employment opportunity in the neighboring communities will increase the development of housing units in Vista, while unemployment increases will retard this same development while increasing the demand for social services. The welfare of the Vista community is interwoven with the welfare of the Metropolitan Area.

4. Waste Disposal

Another factor that will directly affect actual community development is the ability of the community to adequately dispose of its waste products.

a. Sewer Capacity:

The Vista community must rely on adequate capacity of the Encina Sewage Treatment Plant for proper disposal of the community's organic waste materials. The Vista community actually and potentially can connect to this system through the Vista Sanitation District and the Buena Sanitation District. The cities of San Marcos and Carlsbad,

and adjacent unincorporated areas of the County of San Diego, also make use of this system. Failure to secure voter approval for the necessary improvements for future capacity would reduce the development potential of the community until adequate treatment facilities are made available through other means.

b. Solid Waste:

Another factor affecting the community's development is its ability to efficiently and adequately dispose of solid waste. Selection of proper disposal sites is a difficult task. On one hand, the site must be sufficiently removed from areas containing dwelling units (nobody wants to live near a dump); and on the other hand, the site must be reasonably close to the area it serves, in order to reduce the cost of disposing of the material. The site must be of sufficient size to permit an operation of extended duration, yet lend itself to a future use such as a park or open space which will be a real benefit to the community.

Policies:

- (1) The City of Vista should cooperate with the County and inventory all potential sanitary land fill sites, determine their capacity, and formulate a sequential schedule of use.
- (2) The City of Vista should, through the County, coordinate the selection of sanitary fill sites with neighboring communities in order to minimize the time impact on each individual site and to share the burden of waste disposal management.
- (3) The land fill sites, when completed, should be used for appropriate park, open space, or recreational purposes.

5. Energy Consumption

The Vista community, like all urban American communities, has developed distinct patterns based on energy consumption traditions.

a. Gasoline:

Strip commercial developments and auto-oriented shopping centers, have developed in the community. The community's development pattern depends directly on the availability of gasoline for the customer's automobile. Furthermore, the low density residential pattern depends heavily on the availability of motor vehicle fuel. A low density residential pattern does not lend itself to public transit use. Obviously, a marked change in the availability of motor vehicle fuel will affect the established development patterns. The low density residential and automobile-oriented commercial would need to change to a strip, higher density residential along public transit corridors, with an increase in neighborhood walk-in commercial facilities in the low density areas.

b. Natural Gas and Electricity:

The "bedroom community" status for the City of Vista requires utility service of natural gas and electricity. These commodities are provided by the San Diego Gas and Electric Company. The future residential density of the Vista community is directly dependent on the ability of San Diego Gas and Electric Company to supply necessary power to the community.

- (1) The City of Vista should seek to identify and employ every reasonable means of energy conservation.
- (2) The City of Vista, through cooperative efforts with appropriate transportation agencies,

should exhort maximum utilization of public transit facilities by developing incentive programs.

- (3) When possible, the City of Vista should coordinate its community development in a manner that minimizes the impact on energy consumption; i.e., the utilization of existing power lines, opposed to the establishment of new lines

CHAPTER II
CREATIVE ELEMENTS

The three previously stated Elements spell out the physical limitations to community development. Chapter II deals with creative opportunities in the community; that is, the opportunity to build and/or develop public and private land uses for the enjoyment of the citizens who presently, and in the future, will comprise the Vista community.

A. LAND USE ELEMENT

1. Introduction and Background

A community is a place to work, a place to shop, a place to live and a place to play. The Land Use Element arranges these functions in as efficient a pattern as possible, taking into consideration the previously mentioned constraints.

The following text content describes the land use classifications shown on the Land Use Element Map. (See centerfold map.)

The areas designated on the map are general, and the size of the areas is flexible, based on reasonable interpretation. In the case of uncertainties, the Planning Department staff will make an interpretation which is subject to appeal to the City Planning Commission and City Council. In the case of appeal, the reasons for the interpretation shall be presented in writing to the appeal body. In the case of differences in land use designations that are deemed appropriate, there shall be reasonable differences in the circumstances of the properties in question sufficient to justify the differentiation. Reasons for differentiation may include, but not be limited to:

- a. Difference in street capacity as shown on the Circulation Element.
- b. Difference in topography.
- c. Presence or absence of environmentally sensitive phenomena such as soil condition, flora, fossils or historic features.
- d. Difference in planning function of areas; i.e., "buffer zone" or "service facilities", etc.

The Land Use Element shall be implemented by:

- a. Consistent application of a Zoning and Subdivision Ordinance.
- b. Adoption of Specific Plans in appropriate areas.
- c. Code enforcement and, where deemed necessary, reasonable abatement of nonconforming uses.
- d. Appropriate timing of acquisition of land, easement or reservations necessary for the public need.
- e. Optional use of Federal, State, Regional, or County funding programs that fulfill the objectives of the Land Use Element.
- f. Administrative review and scrutiny of all significant development proposals to assure compatibility with the adopted General Plan.

The land use classifications are grouped into five major categories:

- a. Residential
- b. Industrial
- c. Commercial
- d. Institutional
- e. Supplemental

See map for areas of application.

TABLE I

LAND USE BY ACRE

Type of Development or Zoning	Total Acreage	Acres In- Use	Acres Vacant
A-1	171.07	47.88	123.19
E-1	951.51	234.52	716.93
R-1	2,000.63	1,034.63	966.02
R-1-B	34.28	13.14	21.14
B-1-A	948.24	439.10	236.14
R-2	356.76	195.76	161.00
R-3	421.94	131.01	290.87
R-P	4.37	-	4.37
O-P	14.82	2.80	12.02
C-1	274.44	111.04	163.40
C-2	264.89	93.07	171.82
C-3	13.35	7.36	5.99
R-4	60.87	60.87	-
M-1	130.01	47.37	82.64
Governmental Institutional	193.46	193.46	-
Agriculture	288.09	288.09	-
Parks & Recreation	73.50	73.50	-
Public	55.97	55.97	-
Sub-Totals	5,981.57	3,026.58	2,952.19
Streets	1,614.08		
*Total	7,595.65		

* Pre Thibodo Annexation June 1974

2. Residential

- a. OS - Open Space Residential - 1 dwelling unit/2.5 acres - applied in areas of greater than 25% slope. To limit, yet not prohibit development in the sensitive slope area.
- b. RR - Rural Residential - up to 1 dwelling unit per acre - applied in areas of agricultural pursuits, generally not serviceable by sewer.
- c. LD - Low Density Residential - up to 2 units per acre - generally located in areas potentially or actually served by sewer, between the open space or residential and the more urban portions of the community.
- d. MLD - Medium Low Density Residential - up to 5 residential units per acre - standard single family residential.
- e. MD - Medium Density Residential - up to 10 dwelling units per acre. The use will accommodate small lot single family residential or cluster units with generous open space.
- f. MHD - Medium High Density Residential - up to 15 dwelling units per acre. This permits duplex or low density apartments or cluster developments. This designation is generally adjacent to or in the vicinity of commercial areas.
- g. HD - High Density Residential - up to 21 units per acre. This designation permits apartments and is intended to be located adjacent to all activity centers of the community.
- h. VHD - Very High Density Residential - up to 30 units per acre. This designation is only to be applied in the most carefully scrutinized cases, in property specifically suited for this use, generally within the activity nuclei of the community.

- h. Natural ridge lines, native or quasi-native vegetation portraying a secluded, low key setting conducive to quiet, natural surroundings.
- i. Protect and enhance the traditional Spanish rancho theme which has been a positive attribute of this region for many years.

Thus, to protect and perpetuate this semi-rural community character in the wake of intense community development precipitated by economic pressures, these 9 components are guides to encourage voluntary consideration of the community identity.

D. REGIONAL RESTRAINTS

1. Introduction

The physical resource and seismic hazard identifications have described site development constraints in the City of Vista. Because Vista is a bedroom community and a component of the San Diego Metropolitan Region, there are further regional or situation constraints in addition to the site constraints.

2. Air Basin

The most significant regional constraint affecting the Vista community is the air basin in which it is encased. Consensus of the Metropolitan Area citizens rates high air quality maintenance as the number one priority matter. Therefore, any significant decrease in the air quality in the community, whether it be caused within or outside of the Vista sphere of influence, will require a reassessment of future community development plans. In order to maintain a high air quality in the basin, the City of Vista establishes the following policies:

- a. To monitor, record and report the status of the air pollution content in the City of Vista.
- b. To cooperate with Federal, State, Regional, County and Local agencies that are deemed by the community to be an effective force for the protection of the air quality of the community.
- c. To establish emergency or contingency plans to be enforced if and when air pollution reaches an intolerable level.
- d. To maximize the retention and creation of open space and landscaped areas to provide relief to the air basin.
- e. To adopt all regulations that demonstrate effectiveness in ameliorating air pollution problems.

3. Economic and Social Situations

Since the Vista community is a bedroom component of a larger metropolitan region, changes in neighboring economies or social situations will affect the Vista community. For example, an increased employment opportunity in the neighboring communities will increase the development of housing units in Vista, while unemployment increases will retard this same development while increasing the demand for social services. The welfare of the Vista community is interwoven with the welfare of the Metropolitan Area.

4. Waste Disposal

Another factor that will directly affect actual community development is the ability of the community to adequately dispose of its waste products.

a. Sewer Capacity:

The Vista community must rely on adequate capacity of the Encina Sewage Treatment Plant for proper disposal of the community's organic waste materials. The Vista community actually and potentially can connect to this system through the Vista Sanitation District and the Buena Sanitation District. The cities of San Marcos and Carlsbad,

and adjacent unincorporated areas of the County of San Diego, also make use of this system. Failure to secure voter approval for the necessary improvements for future capacity would reduce the development potential of the community until adequate treatment facilities are made available through other means.

b. Solid Waste:

Another factor affecting the community's development is its ability to efficiently and adequately dispose of solid waste. Selection of proper disposal sites is a difficult task. On one hand, the site must be sufficiently removed from areas containing dwelling units (nobody wants to live near a dump); and on the other hand, the site must be reasonably close to the area it serves, in order to reduce the cost of disposing of the material. The site must be of sufficient size to permit an operation of extended duration, yet lend itself to a future use such as a park or open space which will be a real benefit to the community.

Policies:

- (1) The City of Vista should cooperate with the County and inventory all potential sanitary land fill sites, determine their capacity, and formulate a sequential schedule of use.
- (2) The City of Vista should, through the County, coordinate the selection of sanitary fill sites with neighboring communities in order to minimize the time impact on each individual site and to share the burden of waste disposal management.
- (3) The land fill sites, when completed, should be used for appropriate park, open space, or recreational purposes.

5. Energy Consumption

The Vista community, like all urban American communities, has developed distinct patterns based on energy consumption traditions.

a. Gasoline:

Strip commercial developments and auto-oriented shopping centers, have developed in the community. The community's development pattern depends directly on the availability of gasoline for the customer's automobile. Furthermore, the low density residential pattern depends heavily on the availability of motor vehicle fuel. A low density residential pattern does not lend itself to public transit use. Obviously, a marked change in the availability of motor vehicle fuel will affect the established development patterns. The low density residential and automobile-oriented commercial would need to change to a strip, higher density residential along public transit corridors, with an increase in neighborhood walk-in commercial facilities in the low density areas.

b. Natural Gas and Electricity:

The "bedroom community" status for the City of Vista requires utility service of natural gas and electricity. These commodities are provided by the San Diego Gas and Electric Company. The future residential density of the Vista community is directly dependent on the ability of San Diego Gas and Electric Company to supply necessary power to the community.

- (1) The City of Vista should seek to identify and employ every reasonable means of energy conservation.
- (2) The City of Vista, through cooperative efforts with appropriate transportation agencies,

should exhort maximum utilization of public transit facilities by developing incentive programs.

- (3) When possible, the City of Vista should coordinate its community development in a manner that minimizes the impact on energy consumption; i.e., the utilization of existing power lines, opposed to the establishment of new lines

CHAPTER II

CREATIVE ELEMENTS

The three previously stated Elements spell out the physical limitations to community development. Chapter II deals with creative opportunities in the community; that is, the opportunity to build and/or develop public and private land uses for the enjoyment of the citizens who presently, and in the future, will comprise the Vista community.

A. LAND USE ELEMENT

1. Introduction and Background

A community is a place to work, a place to shop, a place to live and a place to play. The Land Use Element arranges these functions in as efficient a pattern as possible, taking into consideration the previously mentioned constraints.

The following text content describes the land use classifications shown on the Land Use Element Map. (See centerfold map.)

The areas designated on the map are general, and the size of the areas is flexible, based on reasonable interpretation. In the case of uncertainties, the Planning Department staff will make an interpretation which is subject to appeal to the City Planning Commission and City Council. In the case of appeal, the reasons for the interpretation shall be presented in writing to the appeal body. In the case of differences in land use designations that are deemed appropriate, there shall be reasonable differences in the circumstances of the properties in question sufficient to justify the differentiation. Reasons for differentiation may include, but not be limited to:

- a. Difference in street capacity as shown on the Circulation Element.
- b. Difference in topography.
- c. Presence or absence of environmentally sensitive phenomena such as soil condition, flora, fossils or historic features.
- d. Difference in planning function of areas; i.e., "buffer zone" or "service facilities", etc.

The Land Use Element shall be implemented by:

- a. Consistent application of a Zoning and Subdivision Ordinance.
- b. Adoption of Specific Plans in appropriate areas.
- c. Code enforcement and, where deemed necessary, reasonable abatement of nonconforming uses.
- d. Appropriate timing of acquisition of land, easement or reservations necessary for the public need.
- e. Optional use of Federal, State, Regional, or County funding programs that fulfill the objectives of the Land Use Element.
- f. Administrative review and scrutiny of all significant development proposals to assure compatibility with the adopted General Plan.

The land use classifications are grouped into five major categories:

- a. Residential
- b. Industrial
- c. Commercial
- d. Institutional
- e. Supplemental

See map for areas of application.

TABLE I

LAND USE BY ACRE

Type of Development or Zoning	Total Acreage	Acres In Use	Acres Vacant
A-1	171.07	47.88	123.19
E-1	951.51	234.52	716.93
R-1	2,000.63	1,034.63	966.02
R-1-B	34.28	13.14	21.14
B-1-A	948.24	439.10	236.14
R-2	356.76	195.76	161.00
R-3	421.94	131.01	290.87
R-P	4.37	-	4.37
O-P	14.82	2.80	12.02
C-1	274.44	111.04	163.40
C-2	264.89	93.07	171.82
C-3	13.35	7.36	5.99
R-4	60.87	60.87	-
M-1	130.01	47.37	82.64

Governmental Institutional	193.46	193.46	-
Agriculture	288.09	288.09	-
Parks & Recreation	73.50	73.50	-
Public	55.97	55.97	-
Sub-Totals	5,981.57	3,026.58	2,952.19
Streets	1,614.08		
*Total	7,595.65		

* Pre Thibodo Annexation June 1974

2. Residential

- a. OS - Open Space Residential - 1 dwelling unit/2.5 acres - applied in areas of greater than 25% slope. To limit, yet not prohibit development in the sensitive slope area.
- b. RR - Rural Residential - up to 1 dwelling unit per acre - applied in areas of agricultural pursuits, generally not serviceable by sewer.
- c. LD - Low Density Residential - up to 2 units per acre - generally located in areas potentially or actually served by sewer, between the open space or residential and the more urban portions of the community.
- d. MLD - Medium Low Density Residential - up to 5 residential units per acre - standard single family residential.
- e. MD - Medium Density Residential - up to 10 dwelling units per acre. The use will accommodate small lot single family residential or cluster units with generous open space.
- f. MHD - Medium High Density Residential - up to 15 dwelling units per acre. This permits duplex or low density apartments or cluster developments. This designation is generally adjacent to or in the vicinity of commercial areas.
- g. HD - High Density Residential - up to 21 units per acre. This designation permits apartments and is intended to be located adjacent to all activity centers of the community.
- h. VHD - Very High Density Residential - up to 30 units per acre. This designation is only to be applied in the most carefully scrutinized cases, in property specifically suited for this use, generally within the activity nuclei of the community.

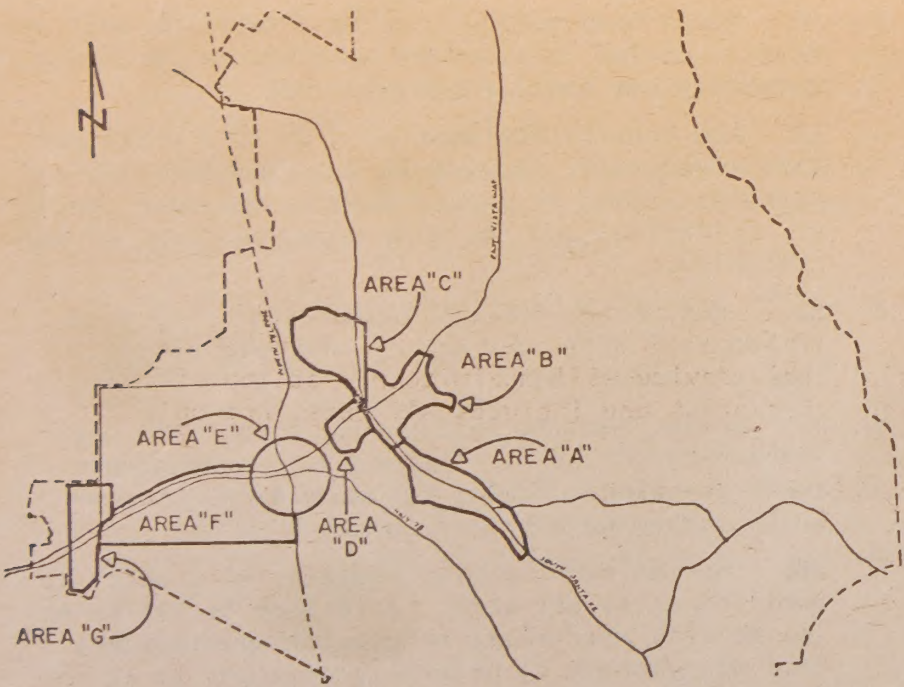
3. Housing Element Summary

A Housing Element is required to assure that sufficient and adequate homes are planned in the community to serve all economic segments of the community. The goals and objectives of the Citizens' Committee were adopted as part of the Housing Element. The Housing Element discusses, to a great extent, the kind of housing in the community and the development potential based on a vacant land inventory. This portion of the Element describes the key blighted areas of the community, with recommended treatment of the housing areas. The essential purpose is to provide opportunity for housing for low and moderate income families. The Element summarizes the characteristics and opportunity areas for the projected housing needs.

RESIDENTIAL CONDITION IN BLIGHTED AREAS

AREA	NO. OF STRUCTURES	TYPE AND CONDITION	RECOMMENDED TREATMENT
A	278	Overcrowded, small single family units and new apartments.	Single family residential. Rehabilitate or recycle to more intense use(s).*
B	15	Sound single family.	Conserve.
	94	Mixed single family and apartments.	Recycle single family to more intense use(s).*
C	248	Basically sound, single family residential, showing signs of deterioration.	Rehabilitate and conserve.*
D	24	Scattered single family, basically sound.	Conserve or rehabilitate where appropriate.
E	24	Scattered single family, basically sound.	Recycle to more intense use(s).*
F	12	Single family, sound.	Recycle to more intense use(s).*
G	72	Scattered single family, some small apartments.	Rehabilitate or recycle to more intense use(s).*
767 Units			

* May include low-moderate income housing in residential zoned portions of the area.



A list of obstacles and programs are:

a. Obstacles:

The development of housing in the City of Vista must be dealt with delicately.

- (1) The community's most valuable asset is that it is a bedroom community and is recognized as a desirable place to live. The reasons for this fact are that Vista has a near-perfect natural

climate and a distinct semi-rural community character and social charm that distinguish it from other communities. Future housing developments of all kinds (conventional, estate, tract, apartment or subsidized project) must be integrated into the physical and social environment in a manner that will not harm the basic community's resource characteristics.

- (2) Untimely development of new housing strains all public facilities, such as street capacity, school capacity, police protection, park and open space adequacy, and availability of necessary public institutional support facilities. The introduction of new housing projects must, in addition to meeting the strict building codes, have adequate public facilities available.
- (3) Land costs, building costs, and the treatment of the community's delicate environment, causes any project to increase in cost, which is higher than building in communities that have better development opportunities from a physical point of view. Unless subsidized, the lower income groups are not able to afford housing under this circumstance.
- b. Poverty Families Residing in Vista:
- (1) The City of Vista shall endeavor to identify those citizens who are in need of adequate housing.
- (2) The City of Vista should subsequently determine, by means of the affected individuals' input, the specific programs needed to correct the situation.
- (3) A policy establishing a City "Housing Program" in an appropriate department, with specific responsibility, with whom citizens having housing problems can communicate, should be formally adopted.
- (4) A systematic code enforcement program under an adopted program would further assure that all persons residing in Vista would continue to have a safe, sanitary residence.
- c. Regional Responsibility:
- (1) The City of Vista shall identify and actively participate in the appropriate regional housing organization(s) wherein housing problems of neighboring communities can be dealt with effectively, so that the City of Vista will not be confronted with migrating low income families requiring housing assistance, yet having no economic opportunity to improve their situation. Cooperation with the Comprehensive Planning Organization (CPO) program is recommended.
- (2) The City of Vista should keep abreast of County, State and Federal programs that will appropriately deal with housing problems. The City must be fair, non-discriminatory, and assume a responsible role in dealing with housing deficiencies; but it cannot accept in-migration of low income families in any significant uncontrolled numbers, because of the limited employment opportunities in a bedroom community. Furthermore, the City is obliged to protect the "community image" and "semi-rural atmosphere and social charm" established and cherished by its citizens, without resorting to "snob zoning" or closing its doors to all but the wealthy.

4. Industrial

Industrial uses are key uses to provide the significant employment for the population of the community. There

is a limited amount of industrial potential in the community. Vista has established criteria for the following industries:

a. I.P. - Industrial Park:

This classification is for light industrial uses, such as office industrial, precision manufacturing of products that do not produce offensive noise, odor or smoke. There are also landscaping and architectural screening requirements to protect nearby residential districts.

b. I.G. - General Industrial:

Uses permitted will include general manufacturing activities, heavy and light, with outdoor storage permitted.

Commercial

The General Plan ultimately proposes to create eight commercial categories; the former General Plan had three, with one added through amendment. The categories and the general uses are:

a. CNS - Commercial-Neighborhood Special

A limited, design-controlled, neighborhood service facility intended to serve needs of a neighborhood. Essentially a modern version of the "country store" with strict controls to assure functional integration with the neighborhood in which it is located.

b. CN - Commercial-Neighborhood

A classification permitting a wide variety of commercial uses designed to serve residential areas. Examples of such uses would be grocery stores, laundromats, drugstores, barber shops, etc.

c. CG - Commercial-General

Additional uses would be encouraged in this classification, designed to serve the commercial needs of the larger community. Restaurants, clothing stores, banks, theaters, etc., are examples of encouraged uses.

d. CO - Commercial-Office

The purpose in this case is to create specialized districts of either financial, legal or administrative services.

e. CBD - Central Business District

The function of this classification is the identification, protection, and promotion of uses in the "heart" of the City that will attract people to Vista's downtown shopping areas. Uses should be broad and specialized, with many shared facilities such as parking and green belt amenities. Uses such as department stores, jewelry stores, specialized boutique shops, etc., are those uses most conducive to a functional CBD area.

f. CS - Commercial-Service

This classification was created to provide for heavier commercial operations, such as heavy equipment sales and rentals, wholesale storage, heavy auto repair facilities, and similar uses.

g. CHT - Commercial-Highway/Tourist

Areas to be located near heavily traveled routes. Uses to include motels, restaurants, hotels and vehicle service and repair centers, intended to serve people traveling the community.

h. CR - Commercial-Regional

This classification, when established, would delineate an area of commercial service that would accommodate a trade area larger than the City of Vista. There is potential for one of these facilities in the community.

The commercial facilities and the means by which they are implemented will greatly affect the economic health and image of the community.

6. Institutional

Interspersed within the community are numerous institutional uses, public and private. These include schools, churches, municipal service areas (fire stations, water works, police services), medical facilities, libraries and social service facilities needed by the citizens. These uses should be located at the most efficient site possible in relation to those portions of the community served. The known uses are shown on the General Plan as Civic Activities (CA); however, institutional uses are conditionally compatible in any land use designation category. Efficient interrelationships should be explored to minimize use of non-taxable land.

7. Supplemental Classifications

In order to achieve certain specific goals and objectives of the community, additional or supplemental classifications have been created. These classifications are:

a. Hillside Development

To be applied to all sloped areas, regulating and modifying developments to assure minimal disruption or disturbance of desirable natural features associated with the hill slopes.

b. Flood Plain

A category to be applied to all areas subject to inundation. Will require additional restrictions or conditions of development, recognizing the flooding potential.

c. Open Space Residential

A classification created to be applied to all privately owned open space designated areas. This category permits reasonable development use of property, while maximizing the protection of the open space resource.

d. Planned Residential Development

This is a residential category designed to provide development flexibility in order to permit land use utilization, and simultaneously protect environmentally sensitive features. In addition, a greater variety of dwelling types is promoted.

e. Planned Community

This is a category that is to be applied to large parcels of land that enables a permitted net development to be implemented with innovative design flexibility. Similar to Planned Residential, this device will maximize protection of sensitive areas and includes all uses, not only residential.

f. Scenic Preservation

This category may be applied to areas on scenic highways or near prominent parks. The potential developments are still permitted, but with control, concerning the visual impact on the existing scenic resources in the area.

These supplemental uses may be applied to any applicable area, in addition to any existing restrictions or conditions of the present classification.

8. Study Areas

The Study Area (SA) designation is a temporary land use classification which has been, or may be, applied to a specific portion of the Planning Area to designate sub-areas which contain mixed or incompatible land uses. The SA classification may also be applied to those portions of the Planning Area in which an

3. Housing Element Summary

A Housing Element is required to assure that sufficient and adequate homes are planned in the community to serve all economic segments of the community. The goals and objectives of the Citizens' Committee were adopted as part of the Housing Element. The Housing Element discusses, to a great extent, the kind of housing in the community and the development potential based on a vacant land inventory.

This portion of the Element describes the key blighted areas of the community, with recommended treatment of the housing areas. The essential purpose is to provide opportunity for housing for low and moderate income families. The Element summarizes the characteristics and opportunity areas for the projected housing needs.

RESIDENTIAL CONDITION IN BLIGHTED AREAS

AREA	NO. OF STRUCTURES	TYPE AND CONDITION	RECOMMENDED TREATMENT
A	278	Overcrowded, small single family units and new apartments.	Single family residential. Rehabilitate or recycle to more intense use(s). [*] Conservation of apartments.
B	15	Sound single family.	Conserve.
	94	Mixed single family and apartments.	Recycle single family to more intense use(s). [*] Conserve or rehabilitate apartments.
C	248	Basically sound, single family residential, showing signs of deterioration.	Rehabilitate and conserve. [*]
D	24	Scattered single family, basically sound.	Conserve or rehabilitate where appropriate.
E	24	Scattered single family, basically sound.	Recycle to more intense use(s). [*]
F	12	Single family, sound.	Recycle to more intense use(s). [*]
G	72	Scattered single family, some small apartments.	Rehabilitate or recycle to more intense use(s). [*]
767 Units			

^{*} May include low-moderate income housing in residential zoned portions of the area.



A list of obstacles and programs are:

a. Obstacles:

The development of housing in the City of Vista must be dealt with delicately.

- (1) The community's most valuable asset is that it is a bedroom community and is recognized as a desirable place to live. The reasons for this fact are that Vista has a near-perfect natural

climate and a distinct semi-rural community character and social charm that distinguish it from other communities. Future housing developments of all kinds (conventional, estate, tract, apartment or subsidized project) must be integrated into the physical and social environment in a manner that will not harm the basic community's resource characteristics.

- (2) Untimely development of new housing strains all public facilities, such as street capacity, school capacity, police protection, park and open space adequacy, and availability of necessary public institutional support facilities. The introduction of new housing projects must, in addition to meeting the strict building codes, have adequate public facilities available.

- (3) Land costs, building costs, and the treatment of the community's delicate environment, causes any project to increase in cost, which is higher than building in communities that have better development opportunities from a physical point of view. Unless subsidized, the lower income groups are not able to afford housing under this circumstance.

b. Poverty Families Residing in Vista:

- (1) The City of Vista shall endeavor to identify those citizens who are in need of adequate housing.
- (2) The City of Vista should subsequently determine, by means of the affected individuals' input, the specific programs needed to correct the situation.
- (3) A policy establishing a City "Housing Program" in an appropriate department, with specific responsibility, with whom citizens having housing problems can communicate, should be formally adopted.
- (4) A systematic code enforcement program under an adopted program would further assure that all persons residing in Vista would continue to have a safe, sanitary residence.

c. Regional Responsibility:

- (1) The City of Vista shall identify and actively participate in the appropriate regional housing organization(s) wherein housing problems of neighboring communities can be dealt with effectively, so that the City of Vista will not be confronted with migrating low income families requiring housing assistance, yet having no economic opportunity to improve their situation. Cooperation with the Comprehensive Planning Organization (CPO) program is recommended.
- (2) The City of Vista should keep abreast of County, State and Federal programs that will appropriately deal with housing problems. The City must be fair, non-discriminatory, and assume a responsible role in dealing with housing deficiencies; but it cannot accept in-migration of low income families in any significant uncontrolled numbers, because of the limited employment opportunities in a bedroom community. Furthermore, the City is obliged to protect the "community image" and "semi-rural atmosphere and social charm" established and cherished by its citizens, without resorting to "snob zoning" or closing its doors to all but the wealthy.

4. Industrial

Industrial uses are key uses to provide the significant employment for the population of the community. There

is a limited amount of industrial potential in the community. Vista has established criteria for the following industries:

a. I.P. - Industrial Park:

This classification is for light industrial uses, such as office industrial, precision manufacturing of products that do not produce offensive noise, odor or smoke. There are also landscaping and architectural screening requirements to protect nearby residential districts.

b. I.G. - General Industrial:

Uses permitted will include general manufacturing activities, heavy and light, with outdoor storage permitted.

Commercial

The General Plan ultimately proposes to create eight commercial categories; the former General Plan had three, with one added through amendment. The categories and the general uses are:

a. CNS - Commercial-Neighborhood Special

A limited, design-controlled, neighborhood service facility intended to serve needs of a neighborhood. Essentially a modern version of the "country store" with strict controls to assure functional integration with the neighborhood in which it is located.

b. CN - Commercial-Neighborhood

A classification permitting a wide variety of commercial uses designed to serve residential areas. Examples of such uses would be grocery stores, laundromats, drugstores, barber shops, etc.

c. CG - Commercial-General

Additional uses would be encouraged in this classification, designed to serve the commercial needs of the larger community. Restaurants, clothing stores, banks, theaters, etc., are examples of encouraged uses.

d. CO - Commercial-Office

The purpose in this case is to create specialized districts of either financial, legal or administrative services.

e. CBD - Central Business District

The function of this classification is the identification, protection, and promotion of uses in the "heart" of the City that will attract people to Vista's downtown shopping areas. Uses should be broad and specialized, with many shared facilities such as parking and green belt amenities. Uses such as department stores, jewelry stores, specialized boutique shops, etc., are those uses most conducive to a functional CBD area.

f. CS - Commercial-Service

This classification was created to provide for heavier commercial operations, such as heavy equipment sales and rentals, wholesale storage, heavy auto repair facilities, and similar uses.

g. CHT - Commercial-Highway/Tourist

Areas to be located near heavily traveled routes. Uses to include motels, restaurants, hotels and vehicle service and repair centers, intended to serve people traveling the community.

h. CR - Commercial-Regional

This classification, when established, would delineate an area of commercial service that would accommodate a trade area larger than the City of Vista. There is potential for one of these facilities in the community.

The commercial facilities and the means by which they are implemented will greatly affect the economic health and image of the community.

6. Institutional

Interspersed within the community are numerous institutional uses, public and private. These include schools, churches, municipal service areas (fire stations, water works, police services), medical facilities, libraries and social service facilities needed by the citizens. These uses should be located at the most efficient site possible in relation to those portions of the community served.

The known uses are shown on the General Plan as Civic Activities (CA); however, institutional uses are conditionally compatible in any land use designation category. Efficient interrelationships should be explored to minimize use of non-taxable land.

7. Supplemental Classifications

In order to achieve certain specific goals and objectives of the community, additional or supplemental classifications have been created. These classifications are:

a. Hillside Development

To be applied to all sloped areas, regulating and modifying developments to assure minimal disruption or disturbance of desirable natural features associated with the hill slopes.

b. Flood Plain

A category to be applied to all areas subject to inundation. Will require additional restrictions or conditions of development, recognizing the flooding potential.

c. Open Space Residential

A classification created to be applied to all privately owned open space designated areas. This category permits reasonable development use of property, while maximizing the protection of the open space resource.

d. Planned Residential Development

This is a residential category designed to provide development flexibility in order to permit land use utilization, and simultaneously protect environmentally sensitive features. In addition, a greater variety of dwelling types is promoted.

e. Planned Community

This is a category that is to be applied to large parcels of land that enables a permitted net development to be implemented with innovative design flexibility. Similar to Planned Residential, this device will maximize protection of sensitive areas and includes all uses, not only residential.

f. Scenic Preservation

This category may be applied to areas on scenic highways or near prominent parks. The potential developments are still permitted, but with control, concerning the visual impact on the existing scenic resources in the area.

These supplemental uses may be applied to any applicable area, in addition to any existing restrictions or conditions of the present classification.

8. Study Areas

The Study Area (SA) designation is a temporary land use classification which has been, or may be, applied to a specific portion of the Planning Area to designate sub-areas which contain mixed or incompatible land uses. The SA classification may also be applied to those portions of the Planning Area in which an

amendment has been proposed, either by an individual or a public agency. The purpose of such a classification may be assigned.

Where such a classification has been assigned, it is, or is proposed to be, in the process of public hearings in relation to a General Plan amendment or a specific development proposal. Upon adoption of a General Plan amendment, the adopted land use classification shall be indicated on the Land Use Element Map of the General Plan.

Any proposals for development which are submitted prior to the official adoption of an amendment to the General Plan, shall be subject to the granting of a Special (Conditional) Use Permit, and then only for a use permitted by the zone designation(s) of the property in question.

Property classified as SA, which is in an unincorporated portion of the Planning Area and desires annexation to the City, may not be developed until a specified Land Use Element designation is adopted for the property and compatible zoning district designations applied thereto. It is intended that upon petition for annexation by any property in a designated SA, that not only the concerned property be classified, but the entire SA be subject to a study and assigned appropriate land use classifications; the proposed land use classifications to be adopted as an amendment to the Land Use Element of the General Plan for the entire SA, or as much of the SA as may be properly based on the findings of the study.

B. CIRCULATION ELEMENT

1. Introduction and Background

The Circulation Element of the General Plan depicts the major transportation routes, transfer points and location of scenic corridors. It also recommends policies related to circulation throughout the City.

Precise determinations on local streets are not indicated in the General Plan. Policies concerning local streets, however, are a part of this text. The Circulation Element coordinates with the Land Use and other Elements of the General Plan, as it must assure that the circulation of people and goods is accomplished in the manner best suited to meet the needs of the majority of the citizens of the community.

Vista's hilly topography poses special difficulties for establishing routes for major streets, and most are located in valley or ridgeline areas. The adoption of Specific Plans for local streets and extensions of the streets would help preserve street openings and relieve a portion of the traffic on major streets.

In addition to the goals and objectives listed as a part of the General Plan, the specific policies and standards concerning circulation to be followed by the City are listed herein.

2. Streets and Highways (See Land Use Circulation Map - Centerfold)

a. Street Standards:

- (1) State Highways
 - (a) Widths to be determined by State.
 - (b) To be declared scenic highways if possible.
- (2) Arterial, Collector, Local and Hillside Streets (See Figures)

ARTERIAL STREET

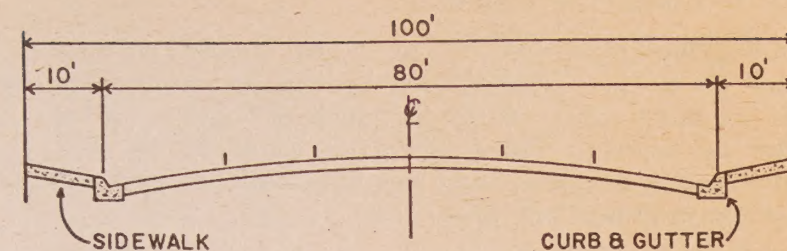


FIGURE 1.a

COLLECTOR STREET

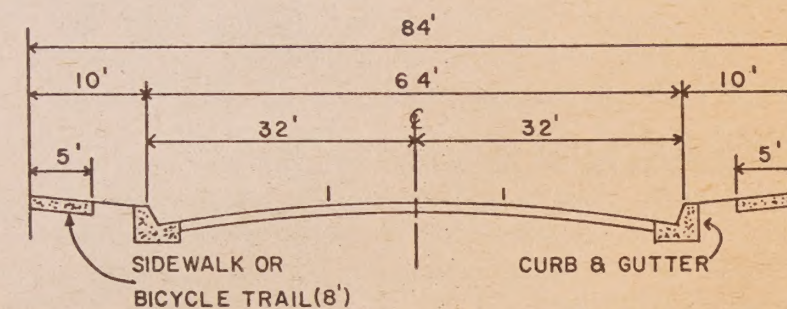
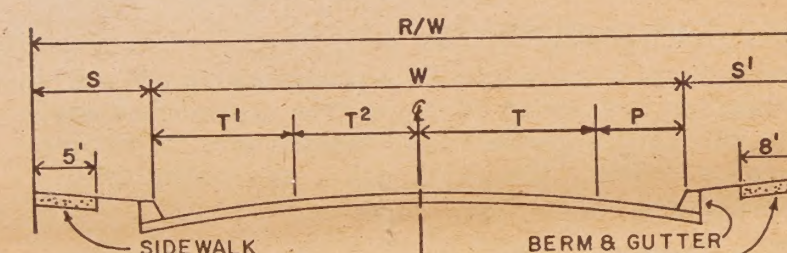


FIGURE 1.b

MINOR COLLECTOR STREET



R/W	W	S	S'	T ¹	T ²	T	P
70'	50'	10'	10'	13'	12'	25'	0'
70'	58'	10'	2'	13'	12'	25'	8'
72'	52'	10'	10'	14'	12'	26'	0'
72'	60'	10'	2'	14'	12'	26'	8'
78'	58'	10'	10'	13'	12'	25'	8'

FIGURE 2.a

LOCAL STREET

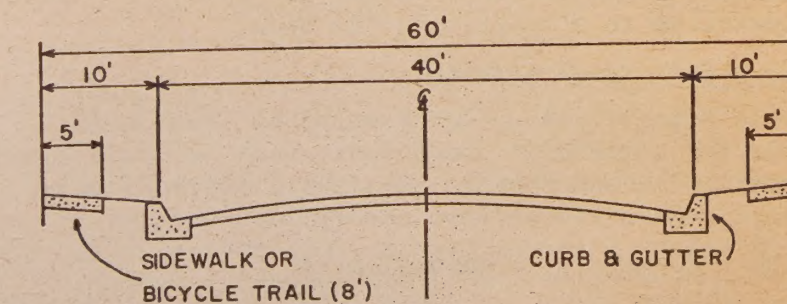


FIGURE 2.b

HILLSIDE STREET WIDTHS

TYPES	STANDARD		DIVIDED		MAX GRADE (at Cntr. Line)
	W	P	W	P	
ARTERIAL	64	48	VARIES	24	10 %
COLLECTOR	60	44	VARIES	22	12 %
LOCAL	36	24	VARIES	12	15 %
CUL-DE-SAC or LOOP	34	22			0 or 20% for max. of 600'

FIGURE 3.a

STANDARD

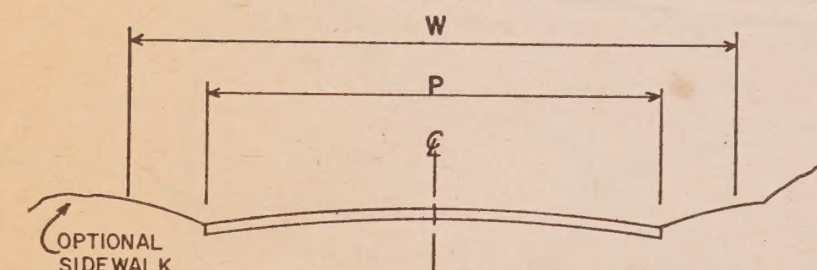


FIGURE 3.b

DIVIDED

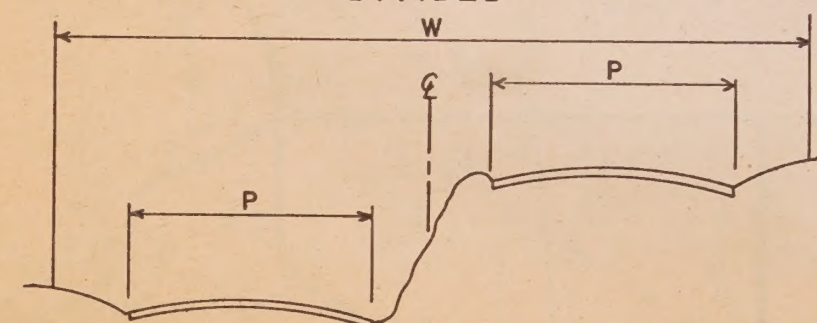


FIGURE 3.c

3. Policies on Street Standards

- a. Prime arterial and collector streets should be insulated from residential areas with banks, walls or landscaping.
- b. Residential lots shall be designed in new subdivisions so that no driveways are permitted to enter directly onto a prime arterial or collector street.
- c. When possible, the median strip in prime arterial streets should be landscaped, except in areas where left turn lanes are required.
- d. Hillside streets and local streets in hillside areas should be flexible in design to meet the topographic limitations. Parking turnout areas should be provided rather than extra street width being required for parking lanes. Divided roadways to limit the amount of cut and fill should be encouraged.
- e. Minor collector streets shall be designed to carry four lanes of traffic in as narrow a right-of-way as possible.
- f. Freeway rights-of-way should be heavily landscaped.
- g. When traffic counts warrant, delete parking along prime arterials and collectors so that extra traffic lanes can be provided.

4. Street Improvement Policies

- a. Priorities for street improvements, such as widening and extending, shall be based on actual need.
- b. The completion of local streets should be encouraged to relieve congestion on other streets.

- c. Construction of curbs, gutters and sidewalks shall not be completed along through streets in outlying areas in such a manner as to leave a saw tooth effect.
- d. Phased construction of major and collector streets is to be encouraged.

5. Public Transit

a. Bus Transportation Policies:

- (1) The transit agency shall place bus benches at all transfer points and at other spots where a need is determined.
- (2) The transit agency shall install bus shelters at major transfer points specified by the City Council.
- (3) A central terminal for transfers between intra-city and inter-city buses shall be selected to provide safe off-street loading and unloading away from the mainstream of traffic.
- (4) Monthly bus-rider passes should be initiated and sold at a price which will encourage the purchase of the passes and the daily use of the buses.
- (5) The location of intra-city bus routes should be flexible and be expanded as population centers change.

b. Other Types of Public Transit:

- (1) Rail - the City of Vista will probably not be a part of the mass transit rail system of San Diego County.
- (2) Other fixed guideway systems would not appear to be necessary to serve the community under today's technology.

6. Bicycle, Hiking and Equestrian Trails (See Map)

a. Bicycle Trails:

- (1) Nature of bicycle trails - Bicycle trails are a supplement to automobile street facilities, and generally can be used for the same origin-destination as local motor traffic. Generally, bicycles are used by people who, on the average, are younger than automobile users. Thus, there are specific destinations that lend themselves to optimum bicycle use, such as junior colleges and high schools, large parks, the beach and elementary schools. These destinations should have the highest class and capacity of bicycle trails possible. It must be remembered that bicycles are permitted on all public streets (except freeways), subject to specific traffic laws. Use of bicycles for work or shopping trips is limited because of limited numbers of local employers, and the inability to carry large packages on bicycles.
- (2) Obstacles - The City of Vista and its sphere of influence contain significant obstacles for the establishment of bicycle trails. Among these are:
 - (a) Hilly terrain.
 - (b) Presently, widths of streets are inadequate for automobile capacity.
 - (c) Definite visibility safety hazard associated with bicycle use.
 - (d) Utility easements do not connect with logical destinations or otherwise fit efficiently into a system.
- (3) Standards and Policies - The City of Vista should consider the following criteria in respect to establishing bicycle trails:
 - (a) Where possible, all bicycle trails should be separated from vehicular and pedestrian

amendment has been proposed, either by an individual or a public agency. The purpose of such a classification may be assigned.

Where such a classification has been assigned, it is, or is proposed to be, in the process of public hearings in relation to a General Plan amendment or a specific development proposal. Upon adoption of a General Plan amendment, the adopted land use classification shall be indicated on the Land Use Element Map of the General Plan.

Any proposals for development which are submitted prior to the official adoption of an amendment to the General Plan, shall be subject to the granting of a Special (Conditional) Use Permit, and then only for a use permitted by the zone designation(s) of the property in question.

Property classified as SA, which is in an unincorporated portion of the Planning Area and desires annexation to the City, may not be developed until a specified Land Use Element designation is adopted for the property and compatible zoning district designations applied thereto. It is intended that upon petition for annexation by any property in a designated SA, that not only the concerned property be classified, but the entire SA be subject to a study and assigned appropriate land use classifications; the proposed land use classifications to be adopted as an amendment to the Land Use Element of the General Plan for the entire SA, or as much of the SA as may be properly based on the findings of the study.

B. CIRCULATION ELEMENT

1. Introduction and Background

The Circulation Element of the General Plan depicts the major transportation routes, transfer points and location of scenic corridors. It also recommends policies related to circulation throughout the City.

Precise determinations on local streets are not indicated in the General Plan. Policies concerning local streets, however, are a part of this text. The Circulation Element coordinates with the Land Use and other Elements of the General Plan, as it must assure that the circulation of people and goods is accomplished in the manner best suited to meet the needs of the majority of the citizens of the community.

Vista's hilly topography poses special difficulties for establishing routes for major streets, and most are located in valley or ridgeline areas. The adoption of Specific Plans for local streets and extensions of the streets would help preserve street openings and relieve a portion of the traffic on major streets.

In addition to the goals and objectives listed as a part of the General Plan, the specific policies and standards concerning circulation to be followed by the City are listed herein.

2. Streets and Highways (See Land Use Circulation Map - Centerfold)

a. Street Standards:

- (1) State Highways
 - (a) Widths to be determined by State.
 - (b) To be declared scenic highways if possible.
- (2) Arterial, Collector, Local and Hillside Streets (See Figures)

ARTERIAL STREET

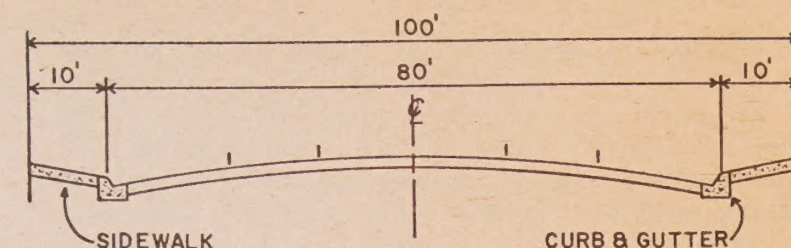


FIGURE 1.a

COLLECTOR STREET

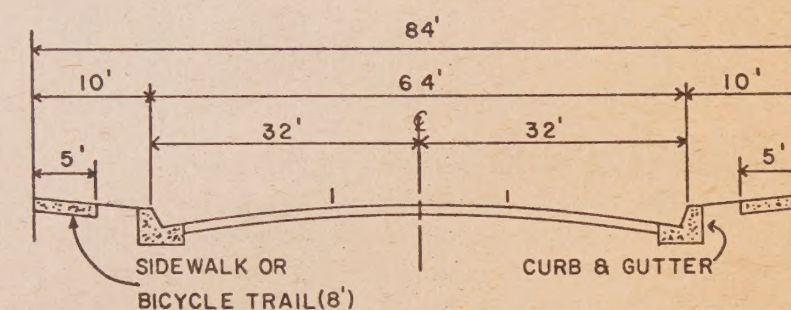
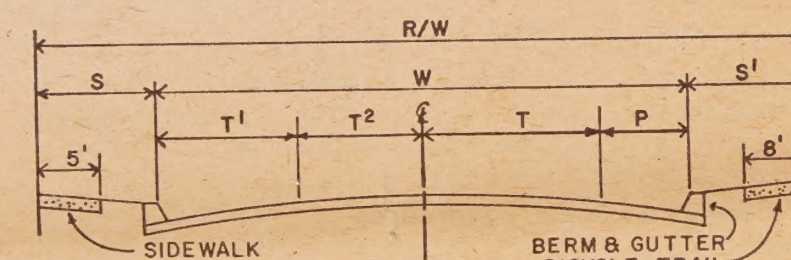


FIGURE 1.b

MINOR COLLECTOR STREET



R/W	W	S	S'	T ¹	T ²	T	P
70'	50'	10'	10'	13'	12'	25'	0'
70'	58'	10'	2'	13'	12'	25'	8'
72'	52'	10'	10'	14'	12'	26'	0'
72'	60'	10'	2'	14'	12'	26'	8'
78'	58'	10'	10'	13'	12'	25'	8'

FIGURE 2.a

LOCAL STREET

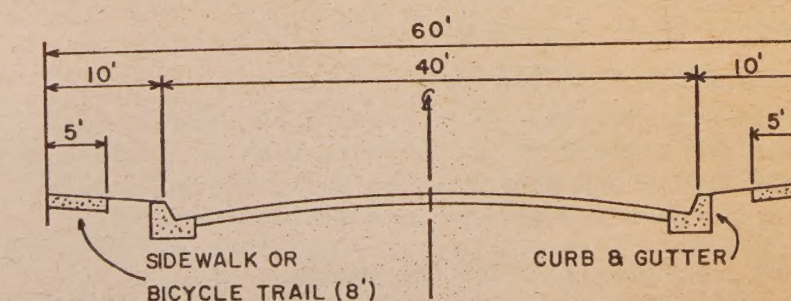


FIGURE 2.b

HILLSIDE STREET WIDTHS

TYPES	STANDARD		DIVIDED		MAX GRADE (at Cntr. Line)
	W	P	W	P	
ARTERIAL	64	48	VARIES	24	10 %
COLLECTOR	60	44	VARIES	22	12 %
LOCAL	36	24	VARIES	12	15 %
CUL-DE-SAC or LOOP	34	22			20 % or max. of 60'

FIGURE 3.a

STANDARD

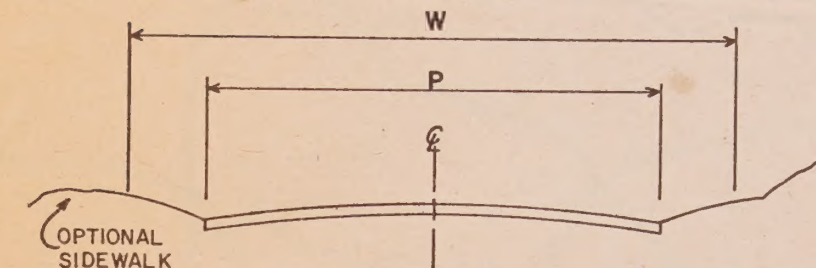


FIGURE 3.b

DIVIDED

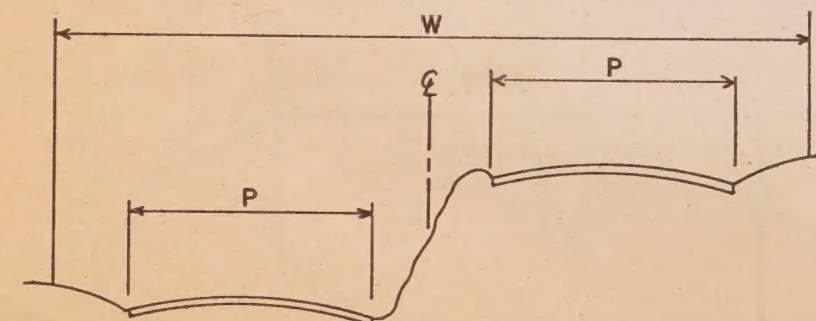


FIGURE 3.c

3. Policies on Street Standards

- a. Prime arterial and collector streets should be insulated from residential areas with banks, walls or landscaping.
- b. Residential lots shall be designed in new subdivisions so that no driveways are permitted to enter directly onto a prime arterial or collector street.
- c. When possible, the median strip in prime arterial streets should be landscaped, except in areas where left turn lanes are required.
- d. Hillside streets and local streets in hillside areas should be flexible in design to meet the topographic limitations. Parking turnout areas should be provided rather than extra street width being required for parking lanes. Divided roadways to limit the amount of cut and fill should be encouraged.
- e. Minor collector streets shall be designed to carry four lanes of traffic in as narrow a right-of-way as possible.
- f. Freeway rights-of-way should be heavily landscaped.
- g. When traffic counts warrant, delete parking along prime arterials and collectors so that extra traffic lanes can be provided.

4. Street Improvement Policies

- a. Priorities for street improvements, such as widening and extending, shall be based on actual need.
- b. The completion of local streets should be encouraged to relieve congestion on other streets.

- c. Construction of curbs, gutters and sidewalks shall not be completed along through streets in outlying areas in such a manner as to leave a saw tooth effect.
- d. Phased construction of major and collector streets is to be encouraged.

5. Public Transit

a. Bus Transportation Policies:

- (1) The transit agency shall place bus benches at all transfer points and at other spots where a need is determined.
- (2) The transit agency shall install bus shelters at major transfer points specified by the City Council.
- (3) A central terminal for transfers between intra-city and inter-city buses shall be selected to provide safe off-street loading and unloading away from the mainstream of traffic.
- (4) Monthly bus-rider passes should be initiated and sold at a price which will encourage the purchase of the passes and the daily use of the buses.
- (5) The location of intra-city bus routes should be flexible and be expanded as population centers change.

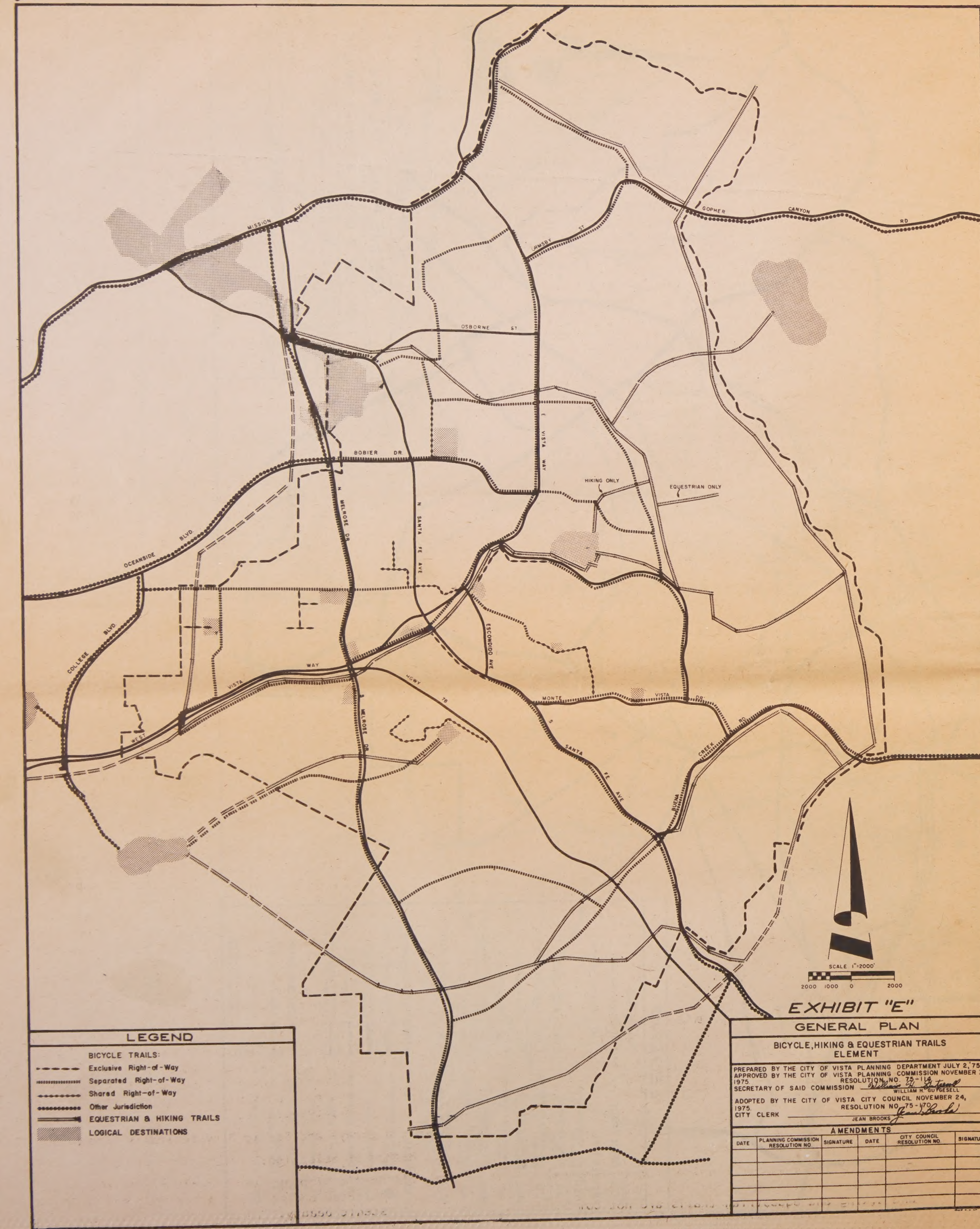
b. Other Types of Public Transit:

- (1) Rail - the City of Vista will probably not be a part of the mass transit rail system of San Diego County.
- (2) Other fixed guideway systems would not appear to be necessary to serve the community under today's technology.

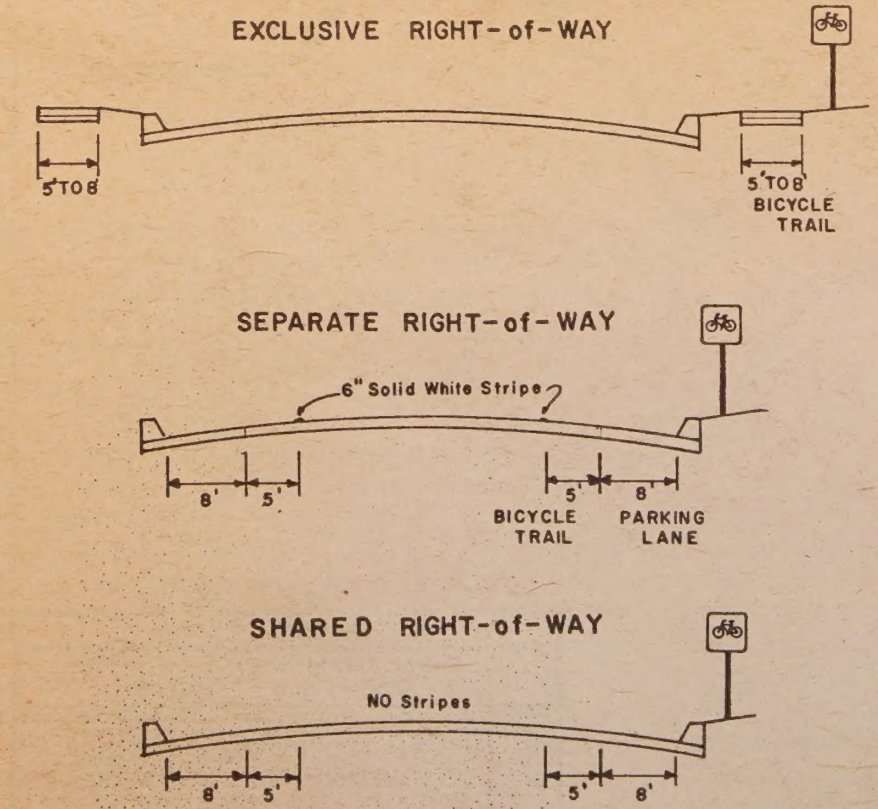
6. Bicycle, Hiking and Equestrian Trails (See Map)

a. Bicycle Trails:

- (1) Nature of bicycle trails - Bicycle trails are a supplement to automobile street facilities, and generally can be used for the same origin-destination as local motor traffic. Generally, bicycles are used by people who, on the average, are younger than automobile users. Thus, there are specific destinations that lend themselves to optimum bicycle use, such as junior colleges and high schools, large parks, the beach and elementary schools. These destinations should have the highest class and capacity of bicycle trails possible. It must be remembered that bicycles are permitted on all public streets (except freeways), subject to specific traffic laws. Use of bicycles for work or shopping trips is limited because of limited numbers of local employers, and the inability to carry large packages on bicycles.
- (2) Obstacles - The City of Vista and its sphere of influence contain significant obstacles for the establishment of bicycle trails. Among these are:
 - (a) Hilly terrain.
 - (b) Presently, widths of streets are inadequate for automobile capacity.
 - (c) Definite visibility safety hazard associated with bicycle use.
 - (d) Utility easements do not connect with logical destinations or otherwise fit efficiently into a system.
- (3) Standards and Policies - The City of Vista should consider the following criteria in respect to establishing bicycle trails:
 - (a) Where possible, all bicycle trails should be separated from vehicular and pedestrian

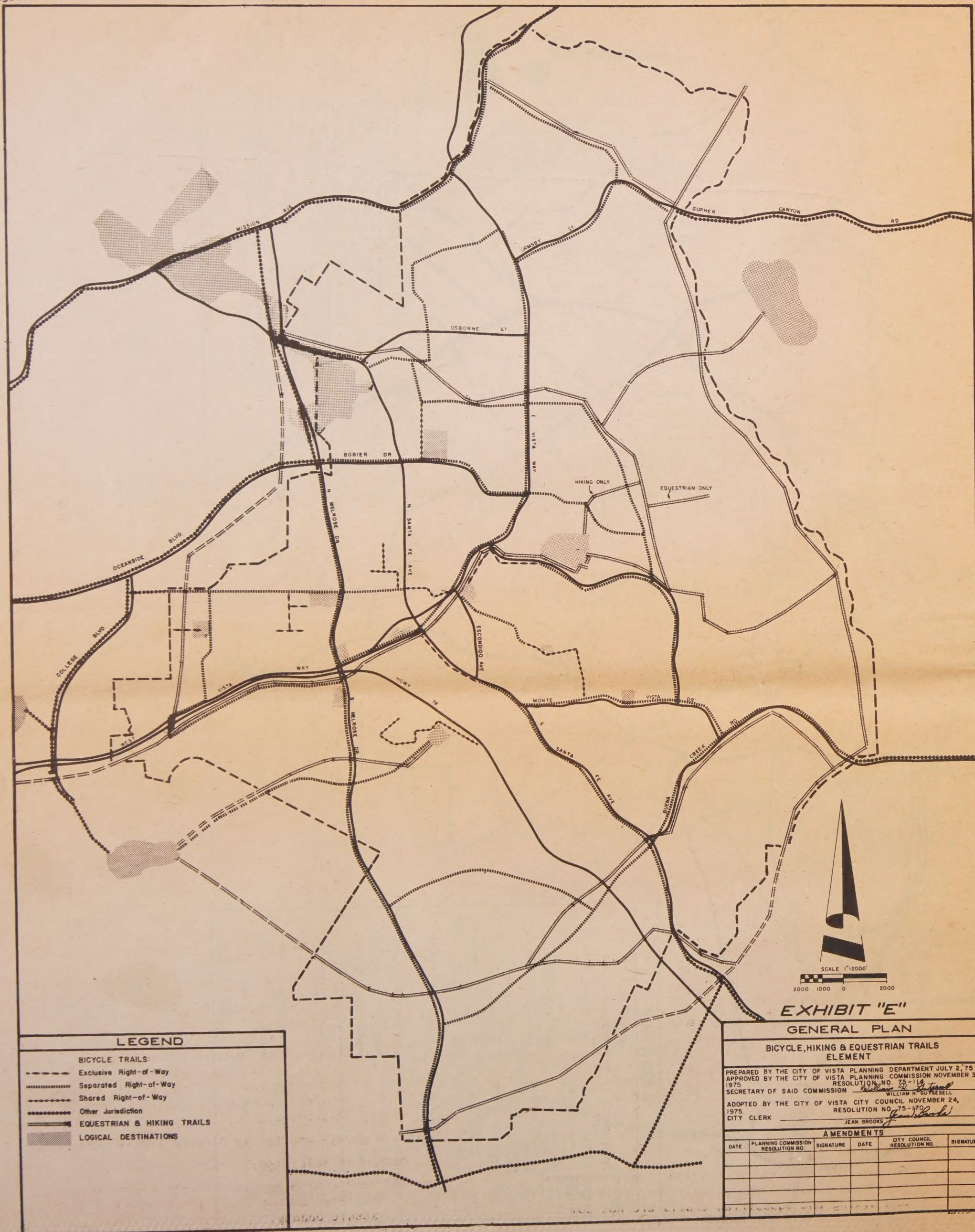


- traffic by a physical separation or safe distance.
- (b) All major through-bicycle-routes should be marked by painted lanes and by bicycle route posted signs.
 - (c) Major bicycle route plans should be included along all major arterial streets.
 - (d) Rest areas should be encouraged in public areas along the major bicycle trails.
 - (e) All City through-routes should connect with County or other jurisdictions' systems, where possible.
 - (f) Merchants, school officials and public service agencies should be encouraged to provide safe, efficiently located, and secure parking facilities to encourage bicycle use.
 - (g) Bicycle trails should be designated as "Scenic Trails" where qualified.
 - (h) Bicycle trail access should specifically connect to fire and/or police stations where bicycle safety programs may be conducted.
 - (i) Concurrent with the encouragement of bicycle use, maximum enforcement and educational programs should occur.
- (4) Implementation:
- (a) State and Federal money available for bicycle trail usage should be obtained and applied according to an adopted priority program.
 - (b) Where the bicycle trail is designated on the adopted map or otherwise required, dedication and improvement of such trails may be required for all subdivisions, building permit applications, Special Use Permits, or other actions requiring a permit.
 - (c) All public facilities should be designed to accommodate bicycle users.
 - (d) Money for bicycle trails may be made available from local bicycle license fees.
 - (e) The City shall also be authorized to administer funds donated for bicycle trails.



- b. Hiking and Equestrian Trails:
- Because of the surfaces required for the logical origin-destination characteristics, bicycle trails and hiking and equestrian trails are not com-

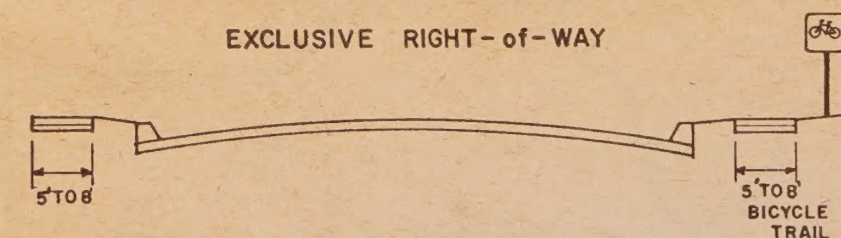
- patible. However, hiking and equestrian trails can, in most instances, be compatible. Hiking trails should begin at parks or other public areas that have sufficient secure parking. Equestrian trails should tie into the existing horse owner and horse stable areas.
- (1) Standards and Policies - The City of Vista should consider the following criteria in respect to the establishment of hiking and equestrian trails. Hiking and equestrian trails shall be provided coincidentally at a width of 12 feet, unless physical constrictions exist where a minimum of less than 12 feet may be allowed.
- (a) Each trail shall be so constructed as to provide a reasonably level trailway, which may be safely negotiated by people of average capabilities.
 - (b) All major routes should be marked by posted signs.
 - (c) Hiking and equestrian trails should avoid streets where possible. Separated street crossings should be provided where possible.
 - (d) Rest areas should be provided in public areas along the major hiking and equestrian trails.
 - (e) All City through-routes should connect with County and neighboring jurisdictions' systems, where possible.
 - (f) Hiking and equestrian trails should be established in areas of scenic beauty or other areas where hiking and riding will provide recreation and relaxation. Trails should also be provided to areas containing significant population.
 - (g) Littering, hazardous riding, bicycles, and off-road motor vehicles shall be prohibited on trails. Signs should be posted to that effect, and fines levied for violations should be placed in a fund administered by an appropriate City department for the maintenance, acquisition and improvement of trails.
- (2) Implementation:
- (a) Where trail designations are shown on the adopted map, or otherwise required, dedication and improvement of hiking and equestrian trails may be required for all subdivisions, building permit applications, Special Use Permits and other action requiring a permit.
 - (b) Safe pedestrian and equestrian through-traffic easements, either along the perimeter or through all major development projects, may be a condition of approval where appropriate.
 - (c) Where applicable, practical and reasonable, all properties boarding horses should provide through-easement access for equestrian traffic.
 - (d) Laws should be passed prohibiting use of hiking and equestrian trails by bicycles and off-road motor vehicles, as well as for the regulation of conduct on the trails. Fines should be imposed for violations, to be used for maintenance, acquisition and improvement of trails.
 - (e) State and Federal funds should be used wherever possible to acquire, maintain and improve trails.
7. Scenic Highways and Scenic Bicycle Trails (See Map)
- a. Method of Selection:
- (1) Scenic highways and bicycle trails should be selected on the basis of present and potential scenic beauty.



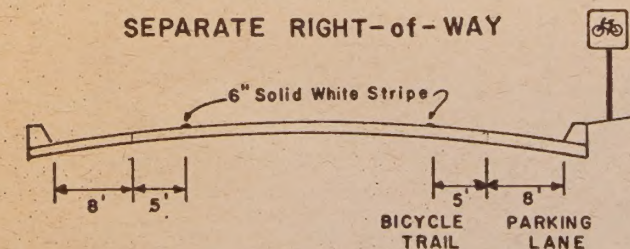
traffic by a physical separation or safe distance.

- (b) All major through-bicycle-routes should be marked by painted lanes and by bicycle route posted signs.
 - (c) Major bicycle route plans should be included along all major arterial streets.
 - (d) Rest areas should be encouraged in public areas along the major bicycle trails.
 - (e) All City through-routes should connect with County or other jurisdictions' systems, where possible.
 - (f) Merchants, school officials and public service agencies should be encouraged to provide safe, efficiently located, and secure parking facilities to encourage bicycle use.
 - (g) Bicycle trails should be designated as "Scenic Trails" where qualified.
 - (h) Bicycle trail access should specifically connect to fire and/or police stations where bicycle safety programs may be conducted.
 - (i) Concurrent with the encouragement of bicycle use, maximum enforcement and educational programs should occur.
- (4) Implementation:
- (a) State and Federal money available for bicycle trail usage should be obtained and applied according to an adopted priority program.
 - (b) Where the bicycle trail is designated on the adopted map or otherwise required, dedication and improvement of such trails may be required for all subdivisions, building permit applications, Special Use Permits, or other actions requiring a permit.
 - (c) All public facilities should be designed to accommodate bicycle users.
 - (d) Money for bicycle trails may be made available from local bicycle license fees.
 - (e) The City shall also be authorized to administer funds donated for bicycle trails.

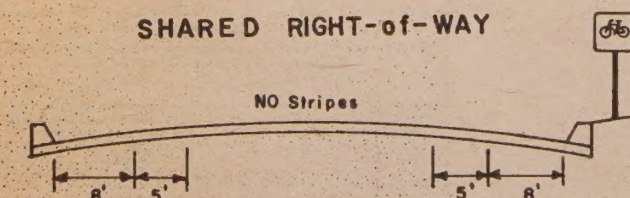
EXCLUSIVE RIGHT-OF-WAY



SEPARATE RIGHT-OF-WAY



SHARED RIGHT-OF-WAY



b. Hiking and Equestrian Trails:

Because of the surfaces required for the logical origin-destination characteristics, bicycle trails and hiking and equestrian trails are not com-

patible. However, hiking and equestrian trails can, in most instances, be compatible. Hiking trails should begin at parks or other public areas that have sufficient secure parking. Equestrian trails should tie into the existing horse owner and horse stable areas.

- (1) Standards and Policies - The City of Vista should consider the following criteria in respect to the establishment of hiking and equestrian trails. Hiking and equestrian trails shall be provided coincidentally at a width of 12 feet, unless physical constrictions exist where a minimum of less than 12 feet may be allowed.
 - (a) Each trail shall be so constructed as to provide a reasonably level trailway, which may be safely negotiated by people of average capabilities.
 - (b) All major routes should be marked by posted signs.
 - (c) Hiking and equestrian trails should avoid streets where possible. Separated street crossings should be provided where possible.
 - (d) Rest areas should be provided in public areas along the major hiking and equestrian trails.
 - (e) All City through-routes should connect with County and neighboring jurisdictions' systems, where possible.
 - (f) Hiking and equestrian trails should be established in areas of scenic beauty or other areas where hiking and riding will provide recreation and relaxation. Trails should also be provided to areas containing significant population.
 - (g) Littering, hazardous riding, bicycles, and off-road motor vehicles shall be prohibited on trails. Signs should be posted to that effect, and fines levied for violations should be placed in a fund administered by an appropriate City department for the maintenance, acquisition and improvement of trails.

(2) Implementation:

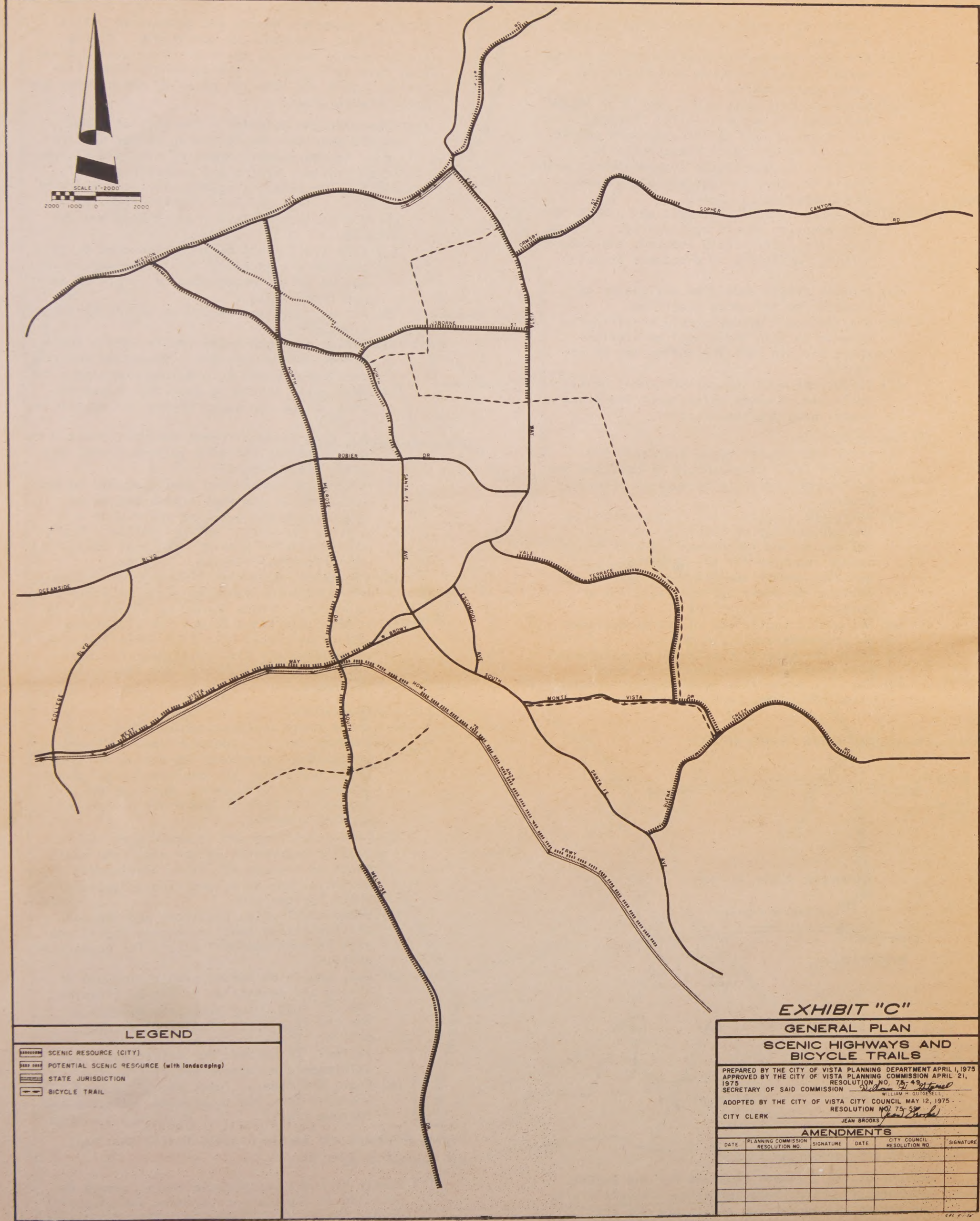
- (a) Where trail designations are shown on the adopted map, or otherwise required, dedication and improvement of hiking and equestrian trails may be required for all subdivisions, building permit applications, Special Use Permits and other action requiring a permit.
- (b) Safe pedestrian and equestrian through-traffic easements, either along the perimeter or through all major development projects, may be a condition of approval where appropriate.
- (c) Where applicable, practical and reasonable, all properties boarding horses should provide through-easement access for equestrian traffic.
- (d) Laws should be passed prohibiting use of hiking and equestrian trails by bicycles and off-road motor vehicles, as well as for the regulation of conduct on the trails. Fines should be imposed for violations, to be used for maintenance, acquisition and improvement of trails.
- (e) State and Federal funds should be used wherever possible to acquire, maintain and improve trails.

7. Scenic Highways and Scenic Bicycle Trails (See Map)

a. Method of Selection:

- (1) Scenic highways and bicycle trails should be selected on the basis of present and potential scenic beauty.

(1) Public Health and Safety - Public health and



- (2) Criteria for determining scenic beauty shall consist of views (both close-up and long range views), adjacent land development and landscaping.
- (3) The designation of scenic highways and bicycle trails may be on any size street or bicycle trail.

b. Policies:

- (1) Development adjacent to a scenic highway or bicycle trail shall be reviewed. Scenic corridors subject to this review should include those segments of land bound on either side by readily discernible land features, with all development within such boundaries to be visually appealing.
- (2) Signs along a scenic highway or bicycle trail shall be subject to stringent regulations. Freestanding signs along those routes may be held to less than 6 feet in height, and reduced in allowable area by more than 50%.
- (3) Development along scenic routes shall be subject to landscaping requirements.
- (4) Scenic routes shall be so designated on the Scenic Highway and Bicycle Element of the General Plan.
- (5) State highways within the sphere of influence should be designated by the City as possible State Scenic Highways. Application to the State for designation as a State Scenic Highway should be made as soon as possible.
- (6) Landscaping along scenic highways and bicycle trails shall be of a practical and colorful nature. Native plants should be encouraged, especially in areas where irrigation is difficult or impossible. Landscaping should not be of a nature which blocks views.
- (7) Street lighting, where required or desired, should be of an ornamental nature.
- (8) Undergrounding of utilities should be required whenever possible along scenic highways.
- (9) Specific criteria and standards should be developed for building designs, setbacks and landscaping on adjoining private properties.
- (10) A Scenic Preservation Zone will be applied where possible to assure scrutiny of development.
- (11) Scenic Highway and Bicycle Trail designation signs of appropriate style and quality shall be installed along these trails.

8. Airports

Palomar Airport will continue to serve the Vista area as a private airplane facility, with perhaps some light, non-scheduled commercial service in the future. No necessity or possibility is seen for the construction of additional air facilities within Vista's sphere of influence. The creation of private heliports is possible in the future, as well as for public uses such as police and public health purposes. If commercial helicopter use is indicated in the future, the appropriate location(s) for a heliport(s) can be determined at that time. The criteria for selection shall include, but not be limited to, public safety, minimal noise generation and the need for service.

9. Implementation

a. Funding

Several methods of funding are available for construction of public improvements, including street and drainage improvements, transit, and bicycle trails. Among these funding programs are: FAU

funding; National Traffic Safety Standards - Highway Design Construction and Maintenance; County Thoroughfare Funds (if reinstated); SB-36 - Bicycle Trails (2/3 funding on a project-by-project basis - little money available); Safer Roads Demonstration Program (spot improvements); Bond Issues; Revenue-Sharing; General Fund; Gas Tax; SB-325 Funds - Sales Tax on Gasoline - for mass transit, etc.; others. It is desirable that every effort is made to secure these funds at the time public improvements are needed. It is not suggested, however, that premature construction of improvements take place in order to obtain these funds. Special consideration should be given to obtaining funds for the construction of bicycle trails.

b. Action Plan

An Action Plan formulated by citizens and staff establishing priorities of circulation improvements should be presented to the Council prior to budget adopting.

C. OPEN SPACE ELEMENT SUMMARY

1. Introduction

The purpose of the Open Space Element is first to provide the tools to implement the Conservation Element, and second to provide for the recreation and aesthetic and public safety needs of the citizens.

a. Definitions

Open Space is defined as any parcel or area of land which is essentially unimproved and designated in the Open Space Element of the General Plan as:

- (1) Natural Resource Land
- (2) Recreational Land Including Parks
- (3) Scenic Land
- (4) Watershed Land
- (5) Historic Site Land
- (6) Land Essential for Public Health and Safety

Functionally, Open Space can be divided into three broad classifications:

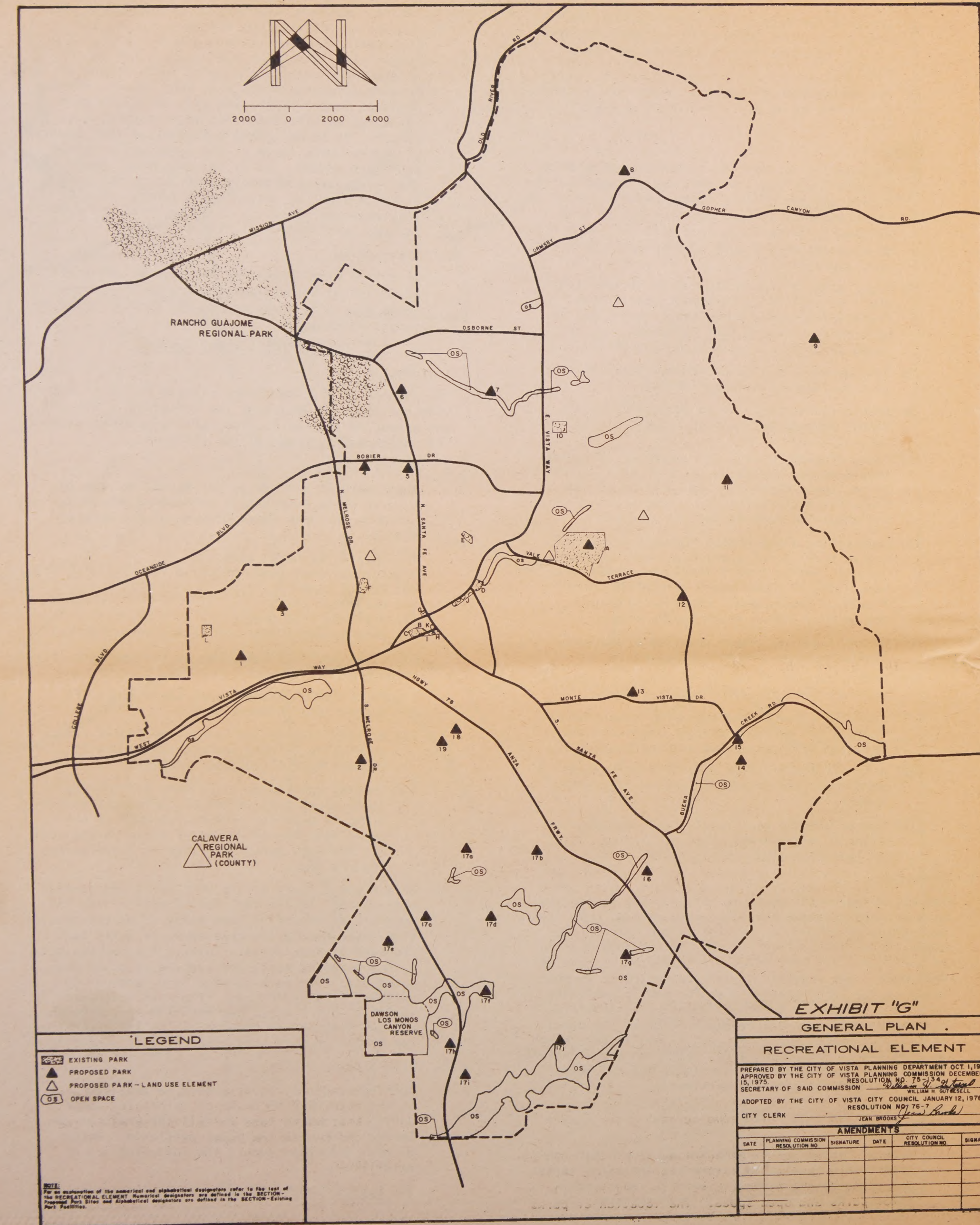
- (1) Parks and/or Recreational Lands (refer to Recreational Element Map).
- (2) Bicycle, Hiking and Equestrian Trails (refer to Bicycle, Hiking and Equestrian Trails Element Map, Circulation Element).
- (3) General Open Space - includes agricultural land, creek beds, areas of geological hazard, areas of aesthetic beauty, as well as any other land deemed worthy of preservation, but not for park purposes (refer to Conservation Element Map).

This Element deals mainly with parks and general open space. The easiest way of determining the appropriate amount of open space is by the population ratio method; in this case, 10 acres per thousand of population. This is further divided into 4 acres of parks and 6 acres of other open space use. The park acreage is determined by existing City ordinances. The open space area is variable, but 6 acres per thousand should be the minimum allowable. Open space, by its own nature, can remain in both public and private ownership.

b. Priorities

Open space of all types should be acquired or preserved according to a set of priorities and standards in order to best fulfill the goals of the General Plan with the means available. Accordingly, this Plan adopts the following set of priorities:

- (1) Public Health and Safety - Public health and



safety factors should be given first consideration. Factors which would present hazards to development, such as unstable geological formations or flood plains, would be considered positive factors for the designation of an area for open space.

- (2) **Natural Resources Conservation** - The conservation of our natural resources should be second only to public health and safety. Judicious use and conservation of natural resources should be of prime consideration. Many natural resources, such as air, water and soil, can be reused and will last indefinitely, with proper care.
- (3) **Scenic and Historic Preservation** - Scenic and historic open space lands are unique and should receive a high priority for preservation. Once they are developed, these lands and/or sites are lost forever.
- (4) **Recreation** - Advance acquisition, based on a comprehensive park and recreation system plan, is essential. Unless sites are acquired well in advance of expanding urbanization, land costs may make their acquisition prohibitive.
- (5) **Population** - Areas which have the highest growth potential should receive a higher priority for open space and park sites. Lack of foresight and planning has traditionally resulted in burgeoning, growth-escalating land prices beyond the capacity of the agency to purchase adequate acreage for open space and/or parks.

Some aspects of population which should be considered in the selection of a park or open space area are:

- (1) Time/distance from parks and open space.
- (2) Demographic profiles (age, sex, family size, etc.).
- (3) Socio-economic factors (income, education, etc.).
- (4) Special urban conditions.
- (5) Expressed needs and desires of the citizens.
- (6) Agricultural land shall be encouraged as a means of achieving open space buffers.
- (7) Preserving the Southern California life style - aside from the climate, recreational open space is the single most important element of the Southern California life style. Relaxed, informal, outdoor living and year-around outdoor recreational activities typify most of Southern California. But as Los Angeles and Orange Counties have become overcrowded and increasingly despoiled, San Diego and parts of Ventura and Santa Barbara Counties offer the last refuges for those who seek the Southern California coastal life style.

Other priorities which must be considered in the selection of open space areas are:

- (8) Geographical location.
- (9) The quantity and quality of existing facilities.
- (10) Available resources.

c. Methodology for Determining the Locations of Parks and Open Space Lands

The methodology which is utilized in determining park and open space site locations is based on objective data, with some necessary subjective inputs.

Once a total number of required acres has been established by the population ratio method, it is then necessary to determine more precise locations for parks and open space. The location of parks

is predicated more on population concentrations than is the location of open space areas. The primary function of a park is to act as either an active or passive recreational area for some segment of the population. On the other hand, while an open space area may serve a recreational function, that is not its primary duty. Open space can be used for the preservation of agriculture, urban shaping, public safety, wildlife preservation, and any number of other compatible uses. Therefore, it follows that locating open space areas is more a question of function than of population concentrations.

The Conservation Element indicates which land should be open space, due to its resource value. Flood plains and hazardous soil conditions indicated in the Seismic Safety Element, also indicate potential open space.

Open space is acquired in the same manner as park land, as described in the Recreational Element (summary).

D. RECREATIONAL ELEMENT SUMMARY

1. Introduction and Background

Parks and Recreation are an integral part of the resources and services of the community which must be provided to the citizens of Vista. Parks are a type of open space which is covered in the Open Space Element. It is the purpose of the Recreational Element to give direction and guidelines in providing for, and fulfilling, the requirements of further park and recreation needs for the citizens of Vista. In fulfilling these needs, the City is guided by the following ideals, policies and standards.

a. Ideals

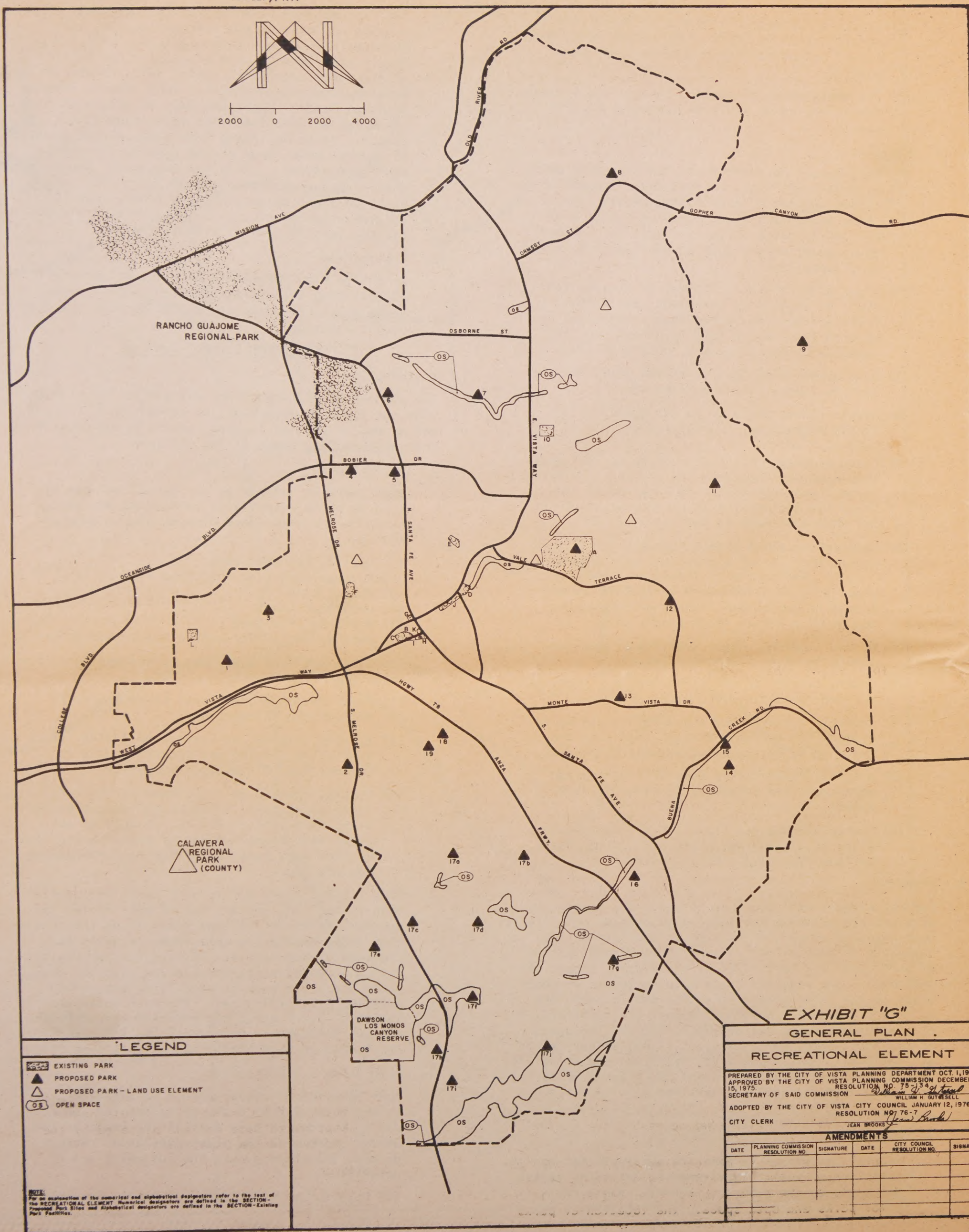
- (1) Emotional and physical health, character development, widening interests, citizenship, skills, social living, economic value, and community stability.

b. Policies

- (1) Appoint members to the Parks and Recreation Commission who are sensitive to the community's recreational needs.
- (2) Through the Parks and Recreation Commission, coordinate and maximize the use of existing recreational facilities, and explore alternative methods of securing facilities that are lacking.
- (3) The future sites and size of park lands should be coordinated with the location of schools and private facilities.
- (4) Regional coordination of large-scale recreational programs should be implemented to avoid overlap of services.
- (5) An annual review of recreational resources and needs shall be undertaken in concert with the Action Plan for park and open space acquisition.
- (6) A Park Fee Ordinance, based on a ratio proportional to the generation of population, should be maintained and applied to all new development as designated in the Open Space Element.
- (7) Standards and size of recreational facilities that maximize safety and efficiency shall be kept up to date and administered by the Parks and Recreation Department.

c. Standards

- (1) Small parks and play lots should be placed near population centers and shall be from



safety factors should be given first consideration. Factors which would present hazards to development, such as unstable geological formations or flood plains, would be considered positive factors for the designation of an area for open space.

- (2) **Natural Resources Conservation** - The conservation of our natural resources should be second only to public health and safety. Judicious use and conservation of natural resources should be of prime consideration. Many natural resources, such as air, water and soil, can be reused and will last indefinitely, with proper care.
- (3) **Scenic and Historic Preservation** - Scenic and historic open space lands are unique and should receive a high priority for preservation. Once they are developed, these lands and/or sites are lost forever.
- (4) **Recreation** - Advance acquisition, based on a comprehensive park and recreation system plan, is essential. Unless sites are acquired well in advance of expanding urbanization, land costs may make their acquisition prohibitive.
- (5) **Population** - Areas which have the highest growth potential should receive a higher priority for open space and park sites. Lack of foresight and planning has traditionally resulted in burgeoning, growth-escalating land prices beyond the capacity of the agency to purchase adequate acreage for open space and/or parks.

Some aspects of population which should be considered in the selection of a park or open space area are:

- (1) Time/distance from parks and open space.
- (2) Demographic profiles (age, sex, family size, etc.).
- (3) Socio-economic factors (income, education, etc.).
- (4) Special urban conditions.
- (5) Expressed needs and desires of the citizens.
- (6) Agricultural land shall be encouraged as a means of achieving open space buffers.
- (7) Preserving the Southern California life style - aside from the climate, recreational open space is the single most important element of the Southern California life style. Relaxed, informal, outdoor living and year-around outdoor recreational activities typify most of Southern California. But as Los Angeles and Orange Counties have become overcrowded and increasingly despoiled, San Diego and parts of Ventura and Santa Barbara Counties offer the last refuges for those who seek the Southern California coastal life style.

Other priorities which must be considered in the selection of open space areas are:

- (8) Geographical location.
- (9) The quantity and quality of existing facilities.
- (10) Available resources.

c. Methodology for Determining the Locations of Parks and Open Space Lands

The methodology which is utilized in determining park and open space site locations is based on objective data, with some necessary subjective inputs.

Once a total number of required acres has been established by the population ratio method, it is then necessary to determine more precise locations for parks and open space. The location of parks

is predicated more on population concentrations than is the location of open space areas. The primary function of a park is to act as either an active or passive recreational area for some segment of the population. On the other hand, while an open space area may serve a recreational function, that is not its primary duty. Open space can be used for the preservation of agriculture, urban shaping, public safety, wildlife preservation, and any number of other compatible uses. Therefore, it follows that locating open space areas is more a question of function than of population concentrations.

The Conservation Element indicates which land should be open space, due to its resource value. Flood plains and hazardous soil conditions indicated in the Seismic Safety Element, also indicate potential open space.

Open space is acquired in the same manner as park land, as described in the Recreational Element (summary).

D. RECREATIONAL ELEMENT SUMMARY

1. Introduction and Background

Parks and Recreation are an integral part of the resources and services of the community which must be provided to the citizens of Vista. Parks are a type of open space which is covered in the Open Space Element. It is the purpose of the Recreational Element to give direction and guidelines in providing for, and fulfilling, the requirements of further park and recreation needs for the citizens of Vista. In fulfilling these needs, the City is guided by the following ideals, policies and standards.

a. Ideals

- (1) Emotional and physical health, character development, widening interests, citizenship, skills, social living, economic value, and community stability.

b. Policies

- (1) Appoint members to the Parks and Recreation Commission who are sensitive to the community's recreational needs.
- (2) Through the Parks and Recreation Commission, coordinate and maximize the use of existing recreational facilities, and explore alternative methods of securing facilities that are lacking.
- (3) The future sites and size of park lands should be coordinated with the location of schools and private facilities.
- (4) Regional coordination of large-scale recreational programs should be implemented to avoid overlap of services.
- (5) An annual review of recreational resources and needs shall be undertaken in concert with the Action Plan for park and open space acquisition.
- (6) A Park Fee Ordinance, based on a ratio proportional to the generation of population, should be maintained and applied to all new development as designated in the Open Space Element.
- (7) Standards and size of recreational facilities that maximize safety and efficiency shall be kept up to date and administered by the Parks and Recreation Department.

c. Standards

- (1) Small parks and play lots should be placed near population centers and shall be from

2,500 square feet to approximately 1 acre in size. These parks should be built at the ratio of one park per each 500 to 2,500 population.

(2) Neighborhood parks should have a service area of one-half to one mile, and should be from 5 to 20 acres in size. These parks should be constructed at a ratio of 2.5 acres/1,000 people or one park for every 2,000 to 10,000 population.

(3) Larger community parks, with a minimum of 20 up to 100 acres, should be constructed at the ratio of one park for every 10,000 to 50,000 population, and should be situated near population centers at 3 mile intervals.

(4) Regional parks of 250 acres or larger should be within one hour's driving distance.

It is the City's intent to provide 4 acres of park per 1,000 population. The types of parks and special use areas existing, under development, and anticipated, include:

(1) Play Lots
(2) Neighborhood Parks
(3) Community Parks
(4) Regional Parks
(5) Mini-Parks
(6) Passive Use Areas
(7) Walkways
(8) Park-School Concept

2. Acquisition of park sites

The City maintains a schedule of the deficit in park land, based on adopted standards of 4 acres of park land for each 1,000 population. In order to ensure that parks are acquired each year, prior to budget preparation the Parks and Recreation Commission and Planning Commission, based on a report of a committee made up of members of both Commissions, recommend a priority of site acquisition and development to the City Council. This report is based on the schedule, and where in the City the Commissioners believe the parks are necessary. Additional park land is acquired through dedication required through property development.

3. Methods of Acquisition

Once a park, as required by the Open Space Element, is designated, it may be acquired through one of the following methods:

a. Agricultural Preserves
b. Open Space Easements
c. Park Fees and/or Land Dedication
d. Open Space Zone
e. Leases and Licenses
f. Gifts
g. Private Foundations and Grants
Many national foundations make grants available for local park purposes. Locally, the Vista Foundation has been established to assist at the local level.
h. Purchase
This method utilized available funds from all levels of government.

In summary, this Element designates parks to be acquired and the methods of acquisition. A list of proposed parks and facilities follows.

4. Existing Park Facilities (See Exhibit G Map)

a. Brengle Terrace
b. Recreation Center
c. Recreation Park
d. Wildwood Park
e. Raintree Park
f. Cedar Land

g. Soroptimist Park
h. Cleo Morgan Park
i. Christmas Tree Lane
j. Rotary Lane
k. Liberty Park
l. Grapevine Park

5. Proposed Park Sites (See Exhibit G Map)

This list is the approximate location and type of proposed park sites, as shown on the Open Space Map. All locations are approximate to allow latitude in acquisition or preservation of park sites. The numbers represent locations for each reading and not priority rating.

LOCATION	TYPE	ACREAGE
1. Hill Street and Durian Street	Passive	8
2. Melrose Way and Melrose Drive	Neighborhood	12 - 15
3. Caren and Bluegrass Area	Neighborhood	3 - 5
4. Bobier Drive	Neighborhood	3 - 5
5. Bobier School	Dev. School Grounds	
6. Taylor Street and Santa Fe Avenue	Passive	5
7. Taylor Street, West of East Vista Way	Neighborhood	12 - 15
8. Gopher Canyon Road and Omsby Street	Passive	10
9. Gopher Canyon	Neighborhood	10
10. Arcadia Avenue (Acquired 1974)	Neighborhood	8 - 10
11. End of Alessandro Trail	Passive	15
12. San Clemente Avenue and Foothill Drive	Neighborhood	12 - 15
13. Monte Vista School	School Park	8
14. Buena Creek Road	School Park	5 - 10
15. Buena Creek Road at Monte Vista Drive	Passive	15
16. Between Woodland Drive and Highway 78	Neighborhood	15
17. 3300 Acres South of City Considered	See Facilities List	
18. Crestview School	School/Park	1
19. Creek Bed and Sunset Drive	Passive	10

CHAPTER III
RESPONSIVE ELEMENTS

Because of the exercise of development rights, which create a community and its activities on the positive side, there are also created certain detrimental impacts. Basically, these are noise and security.

a. The Noise Element of the General Plan attempts to devise programs and policies that will help create a quieter community.

b. The Safety Element of the General Plan identifies policies and programs that would make the community safer. The Element charges the community with the responsibility of defining acceptable risk, and bringing the community to that safety level.

A. NOISE ELEMENT

1. Introduction and Background

One of the major aspects of a semi-rural atmosphere is a quiet, peaceful environment. In analyzing the quality of life in Vista, peace and quiet are two of the community's greatest assets. The Noise Element of the General Plan is an important endeavor in the attempt to retain and protect the semi-rural atmosphere of Vista by reducing and controlling noise.

Noise can basically be defined as unwanted sound, and its most common source is transportation modes. Although the authority for regulation of automobile, motorcycle and truck noise is held by the State of California, the City may enforce State laws regarding vehicle noise.

The major source of noise generated in the City of Vista is from transportation; however, there are

fixed source generators. Control of these numerous sources falls within the responsibility of the City, and may be abated by an active community noise control program.

2. Characteristics of Noise

Sound has several basic characteristics, which include loudness, frequency, pitch, duration and cyclic consistency. For humans, the two most significant characteristics are pitch and loudness. These two factors, in excess, can annoy and affect our ability to hear. Noise can produce psychological effects on humans and, in excess, will produce hearing loss. In medical research, noise has been tentatively linked to cardiorespiratory and digestive disorders.

In efforts to retain a semi-rural atmosphere, plus protect the health of the community, noise must be actively abated.

3. Noise Level Measurement

Two scales for defining noise levels have been utilized for this Element: community noise equivalent level (CNEL), and day-night average sound level (L_{dn}).

4. Identification of Noise Sources

a. Aircraft
b. Motor vehicle
c. Railroad
d. Construction
e. Amplifying equipment
f. Noise-making apparatus
g. Disturbers of the peace
h. Human voices and animal noise

5. Noise Source Controllable by City

The City, through its Police power to secure and promote the public health, safety and welfare, shall enact noise standards to regulate and control:

a. Amplified sound
b. Noise-making apparatus
c. Disturbers of the peace
d. Human voices and animal noise

6. Noise Element Goals and Objectives

a. Goal

To identify acceptable levels of noise and to control noise generated in Vista to those levels that cause no human stress or health damage.

b. Objectives

(1) Establish a noise control educational program to encourage voluntary compliance with noise ordinance regulations.

(2) Establish a systematic program to enforce existing and future noise ordinances and regulations.

(3) Provide adequate equipment and personnel to ensure optimum enforcement of noise ordinances and regulations.

(4) Work with transportation agencies to control noise generated by both existing and future facilities and equipment.

(5) Prohibit the establishment of take-off flight or landing patterns that would disturb the Vista sphere of influence.

7. Desired Maximum Noise Levels by Land Use Categories

a. Residential - Single Family - 45 CNELs (from living areas)
b. Residential - Multiple Unit - 50 CNELs (from living areas)
c. Commercial - 60 CNELs (from activity areas)
d. Manufacturing - 65 CNELs (from working areas)
e. Measurement Scale - Community Noise Equivalent Level

Desired noise levels may not be feasible in all cases, but they represent a target level to strive for.

8. Recommendations and Action Plan

a. That the City review existing ordinances pertaining to noise (Sec. 19-8) and adopt a comprehensive noise ordinance prohibiting unwanted and unnecessary sound.

b. That the City adopt a noise enforcement and education program which provides for abatement of non-compatible sources and adequate equipment and personnel for enforcement.

c. That the City enforce the Motor Vehicle Code as it applies to excessive noise, adopt regulations for off-road vehicles, and establish truck routes.

d. That the City incorporate noise standards in the Zoning Ordinance which will prohibit incompatible land uses with respect to noise.

e. That the City establish quiet zones around parks, churches, health facilities and schools.

f. That the City work with surrounding transportation agencies, local jurisdictions, the County of San Diego, the Comprehensive Planning Organization, and State and Federal Agencies in a continuing effort to reduce noise.

g. Any residential development proposed within the 65 CNEL area, as shown by the Transportation Noise Contour Lines, requires a special review, including review of its design to ensure reasonable peace and quiet inside the buildings and outdoor private recreational areas. The design shall be certified by an Acoustical Engineer as meeting such requirements.

B. SAFETY ELEMENT

1. Public Programs

a. Safety

The development of the community, no matter how carefully undertaken, will cause safety hazards, particularly with those problems that have been previously identified by the citizens of the community. Some of the most notable are: narrow, winding streets; developments on easements; developments on steep slopes; insufficient street lighting; existing developments in flood hazard area; and blighted or obsolescent unsafe buildings.

(1) Police Protection

An increase in population virtually assures increases in the problems related to law enforcement, traffic on the previously mentioned roads, and crime that accompanies the increase in opportunities. Adequate facilities, properly located, are necessary to minimize the police problems caused by growth. Policies that would mitigate these problems are:

(a) Consider defensible space as a factor in design review. Defensible space: concept of urban space designed to inhibit crime by utilizing the proprietary concerns of residents. Key ingredients in designing defensible space include: improving the natural capability of residents to visually survey the public areas of their residential environment, enhancing spheres of territorial influence within which residents can easily adopt proprietary attitude, and enhancing safety through the strategic geographic location of

- 2,500 square feet to approximately 1 acre in size. These parks should be built at the ratio of one park per each 500 to 2,500 population.
- (2) Neighborhood parks should have a service area of one-half to one mile, and should be from 5 to 20 acres in size. These parks should be constructed at a ratio of 2.5 acres/1,000 people or one park for every 2,000 to 10,000 population.
- (3) Larger community parks, with a minimum of 20 up to 100 acres, should be constructed at the ratio of one park for every 10,000 to 50,000 population, and should be situated near population centers at 3 mile intervals.
- (4) Regional parks of 250 acres or larger should be within one hour's driving distance.

It is the City's intent to provide 4 acres of park per 1,000 population. The types of parks and special use areas existing, under development, and anticipated, include:

- (1) Play Lots
- (2) Neighborhood Parks
- (3) Community Parks
- (4) Regional Parks
- (5) Mini-Parks
- (6) Passive Use Areas
- (7) Walkways
- (8) Park-School Concept

2. Acquisition of park sites

The City maintains a schedule of the deficit in park land, based on adopted standards of 4 acres of park land for each 1,000 population. In order to ensure that parks are acquired each year, prior to budget preparation the Parks and Recreation Commission and Planning Commission, based on a report of a committee made up of members of both Commissions, recommend a priority of site acquisition and development to the City Council. This report is based on the schedule, and where in the City the Commissioners believe the parks are necessary. Additional park land is acquired through dedication required through property development.

3. Methods of Acquisition

Once a park, as required by the Open Space Element, is designated, it may be acquired through one of the following methods:

- a. Agricultural Preserves
- b. Open Space Easements
- c. Park Fees and/or Land Dedication
- d. Open Space Zone
- e. Leases and Licenses
- f. Gifts
- g. Private Foundations and Grants
Many national foundations make grants available for local park purposes. Locally, the Vista Foundation has been established to assist at the local level.
- h. Purchase
This method utilized available funds from all levels of government.

In summary, this Element designates parks to be acquired and the methods of acquisition. A list of proposed parks and facilities follows.

4. Existing Park Facilities (See Exhibit G Map)

- a. Brengle Terrace
- b. Recreation Center
- c. Recreation Park
- d. Wildwood Park
- e. Raintree Park
- f. Cedar Land

- g. Soroptimist Park
- h. Cleo Morgan Park
- i. Christmas Tree Lane
- j. Rotary Lane
- k. Liberty Park
- l. Grapevine Park

5. Proposed Park Sites (See Exhibit G Map)

This list is the approximate location and type of proposed park sites, as shown on the Open Space Map. All locations are approximate to allow latitude in acquisition or preservation of park sites. The numbers represent locations for each reading and not priority rating.

LOCATION	TYPE	ACRES
1. Hill Street and Durian Street	Passive	8
2. Melrose Way and Melrose Drive	Neighborhood	12 - 15
3. Caren and Bluegrass Area	Neighborhood	3 - 5
4. Bobier Drive	Neighborhood	3 - 5
5. Bobier School	Dev. School Grounds	
6. Taylor Street and Santa Fe Avenue	Passive	5
7. Taylor Street, West of East Vista Way	Neighborhood	12 - 15
8. Gopher Canyon Road and Omsby Street	Passive	10
9. Gopher Canyon	Neighborhood	10
10. Arcadia Avenue (Acquired 1974)	Neighborhood	8 - 10
11. End of Alessandro Trail	Passive	15
12. San Clemente Avenue and Foothill Drive	Neighborhood	12 - 15
13. Monte Vista School	School Park	8
14. Buena Creek Road	School Park	5 - 10
15. Buena Creek Road at Monte Vista Drive	Passive	15
16. Between Woodland Drive and Highway 78	Neighborhood	15
17. 3300 Acres South of City Considared	See Facilities List	
18. Crestview School	School/Park	1
19. Creek Bed and Sunset Drive	Passive	10

CHAPTER III

RESPONSIVE ELEMENTS

Because of the exercise of development rights, which create a community and its activities on the positive side, there are also created certain detrimental impacts. Basically, these are noise and security.

- a. The Noise Element of the General Plan attempts to devise programs and policies that will help create a quieter community.
- b. The Safety Element of the General Plan identifies policies and programs that would make the community safer. The Element charges the community with the responsibility of defining acceptable risk, and bringing the community to that safety level.

A. NOISE ELEMENT

1. Introduction and Background

One of the major aspects of a semi-rural atmosphere is a quiet, peaceful environment. In analyzing the quality of life in Vista, peace and quiet are two of the community's greatest assets. The Noise Element of the General Plan is an important endeavor in the attempt to retain and protect the semi-rural atmosphere of Vista by reducing and controlling noise.

Noise can basically be defined as unwanted sound, and its most common source is transportation modes. Although the authority for regulation of automobile, motorcycle and truck noise is held by the State of California, the City may enforce State laws regarding vehicle noise.

The major source of noise generated in the City of Vista is from transportation; however, there are

fixed source generators. Control of these numerous sources falls within the responsibility of the City, and may be abated by an active community noise control program.

2. Characteristics of Noise

Sound has several basic characteristics, which include loudness, frequency, pitch, duration and cyclic consistency. For humans, the two most significant characteristics are pitch and loudness. These two factors, in excess, can annoy and affect our ability to hear. Noise can produce psychological effects on humans and, in excess, will produce hearing loss. In medical research, noise has been tentatively linked to cardiorespiratory and digestive disorders.

In efforts to retain a semi-rural atmosphere, plus protect the health of the community, noise must be actively abated.

3. Noise Level Measurement

Two scales for defining noise levels have been utilized for this Element: community noise equivalent level (CNEL), and day-night average sound level (L_{dn}).

4. Identification of Noise Sources

- a. Aircraft
- e. Amplifying equipment
- b. Motor vehicle
- f. Noise-making apparatus
- c. Railroad
- g. Disturbers of the peace
- d. Construction
- h. Human voices and animal noise

5. Noise Source Controllable by City

The City, through its Police power to secure and promote the public health, safety and welfare, shall enact noise standards to regulate and control:

- a. Amplified sound
- c. Disturbers of the peace
- b. Noise-making apparatus
- d. Human voices and animal noise

6. Noise Element Goals and Objectives

a. Goal

To identify acceptable levels of noise and to control noise generated in Vista to those levels that cause no human stress or health damage.

b. Objectives

- (1) Establish a noise control educational program to encourage voluntary compliance with noise ordinance regulations.
- (2) Establish a systematic program to enforce existing and future noise ordinances and regulations.
- (3) Provide adequate equipment and personnel to ensure optimum enforcement of noise ordinances and regulations.
- (4) Work with transportation agencies to control noise generated by both existing and future facilities and equipment.
- (5) Prohibit the establishment of take-off flight or landing patterns that would disturb the Vista sphere of influence.

7. Desired Maximum Noise Levels by Land Use Categories

- a. Residential - Single Family - 45 CNELs (from living areas)
- b. Residential - Multiple Unit - 50 CNELs (from living areas)
- c. Commercial - 60 CNELs (from activity areas)
- d. Manufacturing - 65 CNELs (from working areas)
- e. Measurement Scale - Community Noise Equivalent Level

Desired noise levels may not be feasible in all cases, but they represent a target level to strive for.

8. Recommendations and Action Plan

- a. That the City review existing ordinances pertaining to noise (Sec. 19-8) and adopt a comprehensive noise ordinance prohibiting unwanted and unnecessary sound.
- b. That the City adopt a noise enforcement and education program which provides for abatement of non-compatible sources and adequate equipment and personnel for enforcement.
- c. That the City enforce the Motor Vehicle Code as it applies to excessive noise, adopt regulations for off-road vehicles, and establish truck routes.
- d. That the City incorporate noise standards in the Zoning Ordinance which will prohibit incompatible land uses with respect to noise.
- e. That the City establish quiet zones around parks, churches, health facilities and schools.
- f. That the City work with surrounding transportation agencies, local jurisdictions, the County of San Diego, the Comprehensive Planning Organization, and State and Federal Agencies in a continuing effort to reduce noise.
- g. Any residential development proposed within the 65 CNEL area, as shown by the Transportation Noise Contour Lines, requires a special review, including review of its design to ensure reasonable peace and quiet inside the buildings and outdoor private recreational areas. The design shall be certified by an Acoustical Engineer as meeting such requirements.

B. SAFETY ELEMENT

1. Public Programs

a. Safety

The development of the community, no matter how carefully undertaken, will cause safety hazards, particularly with those problems that have been previously identified by the citizens of the community. Some of the most notable are: narrow, winding streets; developments on easements; developments on steep slopes; insufficient street lighting; existing developments in flood hazard area; and blighted or obsolescent unsafe buildings.

(1) Police Protection

An increase in population virtually assures increases in the problems related to law enforcement, traffic on the previously mentioned roads, and crime that accompanies the increase in opportunities. Adequate facilities, properly located, are necessary to minimize the police problems caused by growth. Policies that would mitigate these problems are:

- (a) Consider defensible space as a factor in design review. Defensible space: concept of urban space designed to inhibit crime by utilizing the proprietary concerns of residents. Key ingredients in designing defensible space include: improving the natural capability of residents to visually survey the public areas of their residential environment, enhancing spheres of territorial influence within which residents can easily adopt proprietary attitude, and enhancing safety through the strategic geographic location of

intensively used community facilities.

- (b) Continually monitor and seek means of reducing traffic accidents, and reducing traffic violations through the continued operation of a traffic review commission.

(2) Fire Protection

Community development increases problems of fire protection. The street system, in addition to carrying traffic, must also serve emergency vehicles. The effectual location of the fire stations depends on flexible street movement to reduce the response time for fire and ambulance calls. Many problems have been, and can further be, averted through adequate preventive programs. The City, as policy, shall:

- (a) Continue and improve fire code inspections in concert with building and housing code enforcement programs to eliminate hazards.
- (b) Consider built-in fire protection as a cost-effective integral factor in building design in respect to automatic sprinkler systems, fire detection and alarm systems, adequate fire exiting, use of fire resistant materials, and availability of easily accessible emergency reporting systems.
- (c) Limit impact on community fire protection defenses through limitation of required fire flows and potential fire losses.
- (d) Maintain a public education and awareness program to abate all fire and safety hazards in the community.

(3) Civil Defense

In the case of major disaster, the citizens of the Vista community will need to be well oriented if chaos is to be avoided. The continued functioning of both police and fire protection during any catastrophe must be assured. The most probable events that would have a disruptive effect on the community are: radiation accident, major transportation accident (airplane crash), fire, explosion, or collapse of a public building during occupancy, and/or earthquake, flood or landslide of major consequences.

To cope with the preceding disasters, if they should occur, the following policies are established:

- (a) Through proper preparation, assure that all emergency services can maintain continued operation in the event of disaster. This operation should be through existing facilities if possible; or, if not possible, through emergency temporary facilities.
- (b) Emergency hospital facilities should be able to be established in public buildings such as schools for the duration of the emergency; such facilities to be coordinated by the Fire Department.
- (c) Evacuation routes shall be established for present and future street systems to facilitate quick movement of people out of dangerous areas. These routes shall be established by the policing agency of the Vista community.

- (d) Civil Defense and Disaster Plans shall be coordinated with all appropriate jurisdictions, including neighboring communities, public utility agencies, and County, State and Federal agencies. This coordination would permit the Vista community to use its emergency facilities for assisting neighboring jurisdictions that unfortunately are stricken by disaster; or conversely, using neighboring community facilities for disasters occurring in the Vista area.

- (e) The City of Vista Public Works Department shall identify all areas of flood hazard and distinguish them for the purpose of disaster and flood insurance qualification.
- (f) Emergency contingency plans shall assure an adequate supply of potable water for human consumption and a sufficient reservoir of water available for fire protection in the case of disaster.
- (g) Public programs exhorting cooperation and appropriate civil conduct in the case of disaster shall be formulated by the appropriate agencies. Standard means of communication shall be established.
- (h) Abatement of building hazards shall be accomplished through code enforcement and public education programs.
- (i) Establish a program to train volunteer groups to augment community safety personnel in case of disaster.

CHAPTER IV

MANAGING THE PLAN

No plan is worth much if the "dollars and sense" of the plan have no realistic means of being implemented. The plan would be just a good idea, with no possibility of becoming reality.

The City of Vista, through Monitoring Community Development and Planning, Programming and Budgeting, establishes a methodology by which the General Plan is kept sensitive and updated, developments are scrutinized for impact on the total community picture, and how public financing of improvements can be coordinated in concert with the ideal of the General Plan.

A. MONITORING COMMUNITY DEVELOPMENT

1. Purpose

The purposes of this portion of the General Plan are:

- a. Assist the decision-making body(ies) of the City in distinguishing between significant projects that require their attention, and routine matters that can be administered at staff levels.
- b. Provide a sufficient amount of pertinent information by applicant and City staff for significant projects on which the appropriate bodies may base a decision.
- c. Efficiently address all applicable legally required aspects of community development.
- d. Expedite all applications by quickly processing routine matters and reaching competent decisions on significant matters without undue delay, for the benefit of the applicant.
- e. To assure that all proposed significant developments are properly timed, located, and integrated into the community so as to avoid, to the greatest extent possible, a community detriment.

compatible, conditionally compatible, or incompatible with the land use designations of the General Plan Map (see Table 1).

b. Subdivisions

In addition to meeting the engineering requirements of the City subdivision Ordinance, all subdivision proposals in the community shall also need to be found consistent with the purpose and intent of the General Plan. The Planning Commission shall so find a tentative subdivision "consistent" with the City's General Plan before approving the map. Amendment or denial of the Map may be dictated for the purpose of General Plan consistency.

c. Variances

As well as the conditions required by State law, the Planning Commission should particularly relate the policies of the General Plan for consistency in granting a Variance for a proposal. Inconsistency with the General Plan is justifiable grounds for denial of a Variance.

d. Amendments

Any portion of the General Plan may be amended through a duly authorized amendment procedure of the Government Code. No project based on an amendment shall be approved until the amendment has been officially adopted by the legislative body.

4. Environmental Impact

In accordance with the California State Environmental Quality Act, all projects must be evaluated as to environmental impact. Projects which may cause a significant environmental impact shall require

- f. Provide a systematic method for City and other departmental projects. The distinction between "significant" and "routine" matters would have to be determined through practice and past experiences in the development of the community. The distinctions shall be authorized by the legislative body and amended as deemed necessary.

2. Criteria

In order to properly manage the economic development and subsequent growth in the community, 6 criteria are established to evaluate the appropriateness of a given development with the community's ability to accommodate the development in conformance with the General Plan. The categories of evaluation are:

- a. Consistency with the General Plan
- b. Environmental Impact
- c. Public Facilities Evaluation
- d. Cost/Revenue
- e. Community Integration
- f. Regional Referral

Every significant development project shall be evaluated by these criteria. Reports indicating the findings and/or conclusions of each category will accompany the application. Deficiency in any of the categories will necessitate review by the legislative body and any approval of a project deficient in one or more categories shall require legislative action. Deficiencies may be compensated for by the requirement of reasonable conditions to be fulfilled by the applicant. Further information on mitigation measures will be noted in the discussion of each category.

3. General Plan Consistency

a. Zoning

The following table indicates the zones that are

COMPATIBILITY
ZONING DISTRICTS WITH GENERAL PLAN LAND USES

LAND USES	ZONING DISTRICTS																		
	OS	OSR	A	RR	E-1	R-1	R-1B	R-1A	R-2	R-3	R-4	C-1S	C-1	C-2	C-3	C-4	IP	M-1	PRD
OPEN SPACE																			
OPEN SPACE RESIDENTIAL																			
AGRICULTURAL																			
RURAL RESIDENTIAL																			
LOW DENSITY RESIDENTIAL																			
MEDIUM LOW DENSITY RESIDENTIAL																			
MEDIUM DENSITY RESIDENTIAL																			
MEDIUM HIGH DENSITY RESIDENTIAL																			
HIGH DENSITY RESIDENTIAL																			
VERY HIGH DENSITY RESIDENTIAL																			
CIVIC ACTIVITY/FACILITY																			
COMMERCIAL-NEIGHBORHOOD																			
COMMERCIAL-NEIGHBORHOOD-SPECIAL																			
COMMERCIAL-GENERAL																			
COMMERCIAL-OFFICE PROFESSIONAL																			
COMMERCIAL-CENTRAL BUSINESS DISTRICT																			
COMMERCIAL-SERVICE																			
COMMERCIAL-HIGHWAY/TOURIST																			
COMMERCIAL-REGIONAL																			
INDUSTRIAL PARK																			
INDUSTRIAL-GENERAL																			



COMPATIBLE



CONDITIONALLY COMPATIBLE



INCOMPATIBLE

* CONDITIONED TO DWELLING UNIT DENSITY OF LAND USE DESIGNATION

intensively used community facilities.

- (b) Continually monitor and seek means of reducing traffic accidents, and reducing-traffic violations through the continued operation of a traffic review commission.

(2) Fire Protection

Community development increases problems of fire protection. The street system, in addition to carrying traffic, must also serve emergency vehicles. The effectual location of the fire stations depends on flexible street movement to reduce the response time for fire and ambulance calls. Many problems have been, and can further be, averted through adequate preventive programs. The City, as policy, shall:

- (a) Continue and improve fire code inspections in concert with building and housing code enforcement programs to eliminate hazards.
- (b) Consider built-in fire protection as a cost-effective integral factor in building design in respect to automatic sprinkler systems, fire detection and alarm systems, adequate fire exiting, use of fire resistant materials, and availability of easily accessible emergency reporting systems.
- (c) Limit impact on community fire protection defenses through limitation of required fire flows and potential fire losses.
- (d) Maintain a public education and awareness program to abate all fire and safety hazards in the community.

(3) Civil Defense

In the case of major disaster, the citizens of the Vista community will need to be well oriented if chaos is to be avoided. The continued functioning of both police and fire protection during any catastrophe must be assured. The most probable events that would have a disruptive effect on the community are: radiation accident, major transportation accident (airplane crash), fire, explosion, or collapse of a public building during occupancy, and/or earthquake, flood or landslide of major consequences.

To cope with the preceding disasters, if they should occur, the following policies are established:

- (a) Through proper preparation, assure that all emergency services can maintain continued operation in the event of disaster. This operation should be through existing facilities if possible; or, if not possible, through emergency temporary facilities.
- (b) Emergency hospital facilities should be able to be established in public buildings such as schools for the duration of the emergency; such facilities to be coordinated by the Fire Department.
- (c) Evacuation routes shall be established for present and future street systems to facilitate quick movement of people out of dangerous areas. These routes shall be established by the policing agency of the Vista community.

- (d) Civil Defense and Disaster Plans shall be coordinated with all appropriate jurisdictions, including neighboring communities, public utility agencies, and County, State and Federal agencies. This coordination would permit the Vista community to use its emergency facilities for assisting neighboring jurisdictions that unfortunately are stricken by disaster; or conversely, using neighboring community facilities for disasters occurring in the Vista area.
- (e) The City of Vista Public Works Department shall identify all areas of flood hazard and distinguish them for the purpose of disaster and flood insurance qualification.
- (f) Emergency contingency plans shall assure an adequate supply of potable water for human consumption and a sufficient reservoir of water available for fire protection in the case of disaster.
- (g) Public programs exhorting cooperation and appropriate civil conduct in the case of disaster shall be formulated by the appropriate agencies. Standard means of communication shall be established.
- (h) Abatement of building hazards shall be accomplished through code enforcement and public education programs.
- (i) Establish a program to train volunteer groups to augment community safety personnel in case of disaster.

CHAPTER IV

MANAGING THE PLAN

No plan is worth much if the "dollars and sense" of the plan have no realistic means of being implemented. The plan would be just a good idea, with no possibility of becoming reality.

The City of Vista, through Monitoring Community Development and Planning, Programming and Budgeting, establishes a methodology by which the General Plan is kept sensitive and updated, developments are scrutinized for impact on the total community picture, and how public financing of improvements can be coordinated in concert with the ideal of the General Plan.

A. MONITORING COMMUNITY DEVELOPMENT

1. Purpose

The purposes of this portion of the General Plan are:

- a. Assist the decision-making body(ies) of the City in distinguishing between significant projects that require their attention, and routine matters that can be administered at staff levels.
- b. Provide a sufficient amount of pertinent information by applicant and City staff for significant projects on which the appropriate bodies may base a decision.
- c. Efficiently address all applicable legally required aspects of community development.
- d. Expedite all applications by quickly processing routine matters and reaching competent decisions on significant matters without undue delay, for the benefit of the applicant.
- e. To assure that all proposed significant developments are properly timed, located, and integrated into the community so as to avoid, to the greatest extent possible, a community detriment.

compatible, conditionally compatible, or incompatible with the land use designations of the General Plan Map (see Table 1).

b. Subdivisions

In addition to meeting the engineering requirements of the City subdivision Ordinance, all subdivision proposals in the community shall also need to be found consistent with the purpose and intent of the General Plan. The Planning Commission shall so find a tentative subdivision "consistent" with the City's General Plan before approving the map. Amendment or denial of the Map may be dictated for the purpose of General Plan consistency.

c. Variances

As well as the conditions required by State law, the Planning Commission should particularly relate the policies of the General Plan for consistency in granting a Variance for a proposal. Inconsistency with the General Plan is justifiable grounds for denial of a Variance.

d. Amendments

Any portion of the General Plan may be amended through a duly authorized amendment procedure of the Government Code. No project based on an amendment shall be approved until the amendment has been officially adopted by the legislative body.

4. Environmental Impact

In accordance with the California State Environmental Quality Act, all projects must be evaluated as to environmental impact. Projects which may cause a significant environmental impact shall require

- f. Provide a systematic method for City and other departmental projects. The distinction between "significant" and "routine" matters would have to be determined through practice and past experiences in the development of the community. The distinctions shall be authorized by the legislative body and amended as deemed necessary.

2. Criteria

In order to properly manage the economic development and subsequent growth in the community, 6 criteria are established to evaluate the appropriateness of a given development with the community's ability to accommodate the development in conformance with the General Plan. The categories of evaluation are:

- a. Consistency with the General Plan
- b. Environmental Impact
- c. Public Facilities Evaluation
- d. Cost/Revenue
- e. Community Integration
- f. Regional Referral

Every significant development project shall be evaluated by these criteria. Reports indicating the findings and/or conclusions of each category will accompany the application. Deficiency in any of the categories will necessitate review by the legislative body and any approval of a project deficient in one or more categories shall require legislative action. Deficiencies may be compensated for by the requirement of reasonable conditions to be fulfilled by the applicant. Further information on mitigation measures will be noted in the discussion of each category.

3. General Plan Consistency

- a. Zoning

The following table indicates the zones that are

COMPATIBILITY ZONING DISTRICTS WITH GENERAL PLAN LAND USES

LAND USES	ZONING DISTRICTS																			
	OS	OSR	A	RR	E-1	R-1	R-1B	R-1A	R-2	R-3	R-4	C-1S	C-1	C-2	C-3	C-4	I-P	M-1	PRD	
OPEN SPACE																				
OPEN SPACE RESIDENTIAL																				
AGRICULTURAL																				
RURAL RESIDENTIAL																				
LOW DENSITY RESIDENTIAL																				
MEDIUM LOW DENSITY RESIDENTIAL																				
MEDIUM DENSITY RESIDENTIAL																				
MEDIUM HIGH DENSITY RESIDENTIAL																				
HIGH DENSITY RESIDENTIAL																				
VERY HIGH DENSITY RESIDENTIAL																				
CIVIC ACTIVITY/FACILITY																				
COMMERCIAL-NEIGHBORHOOD																				
COMMERCIAL-NEIGHBORHOOD SPECIAL																				
COMMERCIAL-GENERAL																				
COMMERCIAL-OFFICE PROFESSIONAL																				
COMMERCIAL-CENTRAL BUSINESS DISTRICT																				
COMMERCIAL-SERVICE																				
COMMERCIAL-HIGHWAY/TOURIST																				
COMMERCIAL REGIONAL																				
INDUSTRIAL PARK																				
INDUSTRIAL-GENERAL																				

COMPATIBLE

INCOMPATIBLE

CONDITIONALLY COMPATIBLE

* CONDITIONED TO DWELLING UNIT DENSITY OF LAND USE DESIGNATION

COMPATIBLE

CONDITIONALLY COMPATIBLE

INCOMPATIBLE

* CONDITIONED TO DWELLING UNIT DENSITY OF LAND USE DESIGNATION

Environmental Impact Report (EIR) preparation. Environmental impact statements or reports subsequently accompany the application and became part of the evaluation criteria of the proposal. General Plan consistency and environmental assessment are different procedures, but are directed toward the same ends. The adopted General Plan guides the environmental review process in determining negative or positive declarations, based on growth inducements. However, environmentally sensitive factors discovered on a site could definitely mitigate the designated yield shown on the General Plan.

In order to maximize the environmental information base of the community, the staff shall maintain an environmental base library for reference, periodically updating through information revealed by subsequently certified Environmental Impact Reports. These documents can be referenced by all future EIRs to avoid the necessity of needless repetition of known facts.

5. Public Facilities Evaluation

Another means of evaluating the appropriateness or "ripeness" of a development in the community, is to evaluate the ability of existing public facilities to serve the project; that is to say, whether public facilities are adequate or not. This evaluation applies primarily to residential projects, but may also be applied to non-residential projects. However, all discretionary projects should undergo public facilities evaluation. Failure to have adequate public facilities available, may render a project discretionary. The applicant may mitigate the deficit by providing those facilities found deficient, thereby satisfying the evaluation. Evaluation of City facilities shall be performed, on forms provided by the Planning Department, by the appropriate public entity other than the Planning Department.

The evaluation criteria shall be established by the City Council. The aspects to be evaluated are:

Facility	Coordination of Evaluations
a. Sewer	Sanitation District Engineer
b. Drainage and Street	Public Works Director
c. Parks and Recreation	Parks and Recreation Director
d. Schools	School Administration
e. Safety	Fire Chief

Relative scores shall be awarded in proportion to each facility's adequacy. A maximum total score of acceptability shall be established. The adequacy of public facilities report shall accompany every major project and be available for consideration by the decision making body.

6. Cost/Revenue Analysis

Another evaluation that is to be made of every significant proposal would be a cost/revenue analysis to determine the fiscal impact of a project on the community; that is to say, whether or not taxes generated by the developed project would sufficiently compensate for the cost of providing public services and facilities. The cost/revenue evaluation should not be the determining factor for the acceptance of a project, but it certainly should be known and used as a measure for evaluation.

The Planning Department shall, in concert with the Finance Director, adopt a uniform procedure, based on workable economic and financial characteristics of the City, for the evaluation of all projects that would measure the relative cost/benefit ratio of a project.

7. Community Integration

After environmental and economic assessments of the property have been made public record for a proposed

significant development, the project shall be reviewed, possibly by a site planning review or other established review procedure.

The purpose of this review is to assure, insofar as possible, that the proposed project is in harmony with the goals and objectives of the community, and policies enumerated in the Community Identity Element. The intent is not to frustrate architectural expression or individuality of development, but to protect the surrounding properties from out-of-scale or bizarre design that would be to their detriment. Community integration also enables the City to apply the spirit and intent of its laws, as well as the usual review as to meeting the letter of the law.

8. Regional Referral

A final means of measuring possible impacts of a project's development is to solicit evaluation by competent entities outside of the community. In this manner, a project's impact can be evaluated, not only in respect to the immediate community, but also to the larger region as well. Matters such as transportation, air pollution, sanitary waste disposal, housing markets, comprehensive flood protection, job market effects, etc., can be assessed. Supplementary reports may be prepared to accompany the project in question. The Planning Department shall maintain and continuously update a list of appropriate regional and neighboring entities and solicit response from the applicable ones when a significant project is proposed.

9. General Policies

- The City shall establish a thorough, efficient application procedure to effectively expedite all applications for community development.
- A system of accurately separating minor matters that can be processed by City staff and significant projects that require careful scrutiny shall be established.
- Routine projects requiring evaluation that meet all criteria favorably shall be processed at the staff administrative level as expeditiously as possible.
- If a project has deficiencies in any of the following 6 categories, that project shall require specific approval by the legislative body, or other body duly authorized by the legislative body to act in its behalf:

(1) General Plan Consistency	(4) Cost/Revenue Ratio
(2) Environmental Impact	(5) Community Integration
(3) Public Facilities Availability	(6) Regional Impact
- Disapproval or approval of discretionary projects shall be based on specific findings of the projects deficiencies or compensations for the deficiencies that originally rendered the project discretionary.
- Discretionary project review should be as efficient and expeditious as possible, to avoid undue or unwarranted delay.
- Application forms and instructions for submission of material shall be uniform, and explanation or requirements sufficient to enable the appropriate review body to render a proper decision without being vague, excessive or unreasonable.
- A pre-application review procedure shall be established to assist the applicant in preparing his application more efficiently.

B. PLANNING, PROGRAMMING AND BUDGETING

1. Introduction and Background

The adoption of a General Plan does not guarantee the fulfillment of that Plan. The development of Vista Tomorrow, as the citizens would like to see it, will take monetary resources and cooperation between both public and private developments. This section of the General Plan proposes a system of translating General Plan desires into reality through the coordinated development of public improvements, which in turn makes it possible for private development to take place. The Vista Tomorrow Plan bases a strategy on 4 phases:

- Action Plan
- Budget Adoption
- Capital Improvement Program
- Annual Review

2. Action Plan

a. General

The purpose of this segment of the General Plan program is to evaluate the priorities of community need and recommend to the City Council these priorities and methods of financing the recommended improvements so that they may be considered in the budget for the fiscal year. The Action Plan should also recommend fields of legislative action believed to be necessary; e.g., General Plan or City ordinance amendments. The Action Plan should be reinforced through maximum citizen participation and input from appropriate City Commissions and Departments. The content of the Plan should specifically address non-recurring expenditures for the acquisition of land, buildings or special equipment.

The Action Plan portion of this program should immediately follow the annual review of the status of the General Plan and be completed in reasonable time for the City Council to consider the recommended Action Plan in conjunction with the adoption of the budget for the ensuing fiscal year. The approximate time span should be from January 1 to no later than April 1. The input process may, of course, begin earlier. The Elements of the General Plan contain the basis for the Action Plan.

b. The Action Plan and the City Council

The Action Plan shall, insofar as possible, be a citizen oriented input that provides the Council with recommended alternative courses of action that systematically bring into fruition the Vista Tomorrow Plan. Obviously, the Action Plan will probably recommend more than what reasonably can be accomplished. As the legislative body, the Council shall apply, if it sees fit, any portions of the Action Plan in the consideration of the City budget for the ensuing fiscal year.

3. The City Budget

In its consideration of the budget for the forthcoming fiscal year, the Council shall consider recommendations of the Action Plan. The Council shall select the priorities and budget appropriate funds based on its judgment. Projects recommended in the action report may be budgeted, deferred or rejected by the City Council. (Naturally, the budget consists of much more than capital improvements and other General Plan matters. It is presumed that the Council will, as the responsible elected body, properly categorize the Action Plan matters according to fiscal priority compared with the available revenue.) Action Plan matters approved for the budget shall be so designated for the ensuing year on the Capital Improvement Program. Matters deferred shall be re-designated on the priority list and appropriately considered in the projected Capital Improvement Program. Matters rejected shall be so recorded, with the reasons for the project's rejection.

Budgeted and deferred matters should be determined prior to July 1, the beginning of the fiscal year. The

budgeted and deferred items represent the Council's desires and direction to the staff for the fiscal year and beyond.

4. The Capital Improvement Program (CIP)

The City Department Heads shall prepare a Capital Improvement Program based on the budgeted projects and deferred projects approved by the City Council. The Capital Improvement Program shall specifically outline the anticipated expenditures for land, buildings, improvements and non-recurring equipment acquisition approved by the Council for the fiscal year. The Capital Improvement Program shall also project over an additional 5-year period a program considering deferred projects by the City Council and other non-rejected proposals of the Action Plan. The CIP shall also consider items budgeted for the fiscal year that are unlikely to be completed in that time frame. The CIP shall estimate the cost of the projects anticipated, the probable source of revenue, and the anticipated time necessary to complete the project. The CIP shall be revised annually after the Council's adoption of the Annual Budget for the purpose of keeping the plan in realistic scope.

The improvements intended to be undertaken during the 5-year period following the current fiscal year shall be coordinated with the other utility service entities to enable them to coordinate their efforts. The Capital Improvement Program should be adopted by all City Commissions and the City Council prior to October 1.

5. Annual Review

During the interim period following the City adoption of a Capital Improvement Program and the formulation of a new Action Plan for the ensuing year, an evaluation of the General Plan shall be made. For the evaluation, to the greatest extent possible, citizen input shall be solicited in the similar manner to that used for preparation and adoption of the General Plan.

The annual review should address the effectiveness of the General Plan and contain recommendations for amendments, if appropriate. Statistical inputs shall be brought up to date.

A City Environmental Impact Report master copy shall be amended to reflect new information acquired during the calendar year through subsequent certified reports submitted for various projects. The City shall also keep master maps to illustrate the location of phenomenon that is of relevance to the City General Plan. An Annual Report to the community should be prepared. The mandatory Elements of the General Plan provide the basis for the Annual Report.

6. Combination

The systematic application of the Action Plan, Budget Adoption, Capital Improvement Program and Annual Review will constitute an automatic re-evaluation and renewal of the General Plan and its execution.

The General Plan becomes a tool where citizens can inform the City of their desires, under the democratic system of local government, and the City legislative body may direct its staff to systematically execute the citizens' wishes. The Plan is systematically amended and updated if this process is effectively employed. Further, the General Plan is rightfully rendered a formal policy document that also has an educational function in the community. The Plan is a commitment, yet not a straight jacket. The Plan protects the community resources, yet responds to changing technology. The Plan protects the value of the past, without becoming obsolete.

The Plan becomes an effective process to create Vista Tomorrow, the Vista community the citizens strive for.

Environmental Impact Report (EIR) preparation. Environmental Impact statements or reports subsequently accompany the application and became part of the evaluation criteria of the proposal. General Plan consistency and environmental assessment are different procedures, but are directed toward the same ends. The adopted General Plan guides the environmental review process in determining negative or positive declarations, based on growth inducements. However, environmentally sensitive factors discovered on a site could definitely mitigate the designated yield shown on the General Plan.

In order to maximize the environmental information base of the community, the staff shall maintain an environmental base library for reference, periodically updating through information revealed by subsequently certified Environmental Impact Reports. These documents can be referenced by all future EIRs to avoid the necessity of needless repetition of known facts.

5. Public Facilities Evaluation

Another means of evaluating the appropriateness or "ripeness" of a development in the community, is to evaluate the ability of existing public facilities to serve the project; that is to say, whether public facilities are adequate or not. This evaluation applies primarily to residential projects, but may also be applied to non-residential projects. However, all discretionary projects should undergo public facilities evaluation. Failure to have adequate public facilities available, may render a project discretionary. The applicant may mitigate the deficit by providing those facilities found deficient, thereby satisfying the evaluation. Evaluation of City facilities shall be performed, on forms provided by the Planning Department, by the appropriate public entity other than the Planning Department.

The evaluation criteria shall be established by the City Council. The aspects to be evaluated are:

Facility	Coordination of Evaluations
a. Sewer	Sanitation District Engineer
b. Drainage and Street	Public Works Director
c. Parks and Recreation	Parks and Recreation Director
d. Schools	School Administration
e. Safety	Fire Chief

Relative scores shall be awarded in proportion to each facility's adequacy. A maximum total score of acceptability shall be established. The adequacy of public facilities report shall accompany every major project and be available for consideration by the decision making body.

6. Cost/Revenue Analysis

Another evaluation that is to be made of every significant proposal would be a cost/revenue analysis to determine the fiscal impact of a project on the community; that is to say, whether or not taxes generated by the developed project would sufficiently compensate for the cost of providing public services and facilities. The cost/revenue evaluation should not be the determining factor for the acceptance of a project, but it certainly should be known and used as a measure for evaluation.

The Planning Department shall, in concert with the Finance Director, adopt a uniform procedure, based on workable economic and financial characteristics of the City, for the evaluation of all projects that would measure the relative cost/benefit ratio of a project.

7. Community Integration

After environmental and economic assessments of the property have been made public record for a proposed

significant development, the project shall be reviewed, possibly by a site planning review or other established review procedure.

The purpose of this review is to assure, insofar as possible, that the proposed project is in harmony with the goals and objectives of the community, and policies enumerated in the Community Identity Element. The intent is not to frustrate architectural expression or individuality of development, but to protect the surrounding properties from out-of-scale or bizarre design that would be to their detriment. Community integration also enables the City to apply the spirit and intent of its laws, as well as the usual review as to meeting the letter of the law.

8. Regional Referral

A final means of measuring possible impacts of a project's development is to solicit evaluation by competent entities outside of the community. In this manner, a project's impact can be evaluated, not only in respect to the immediate community, but also to the larger region as well. Matters such as transportation, air pollution, sanitary waste disposal, housing markets, comprehensive flood protection, job market effects, etc., can be assessed. Supplementary reports may be prepared to accompany the project in question. The Planning Department shall maintain and continuously update a list of appropriate regional and neighboring entities and solicit response from the applicable ones when a significant project is proposed.

9. General Policies

- The City shall establish a thorough, efficient application procedure to effectively expedite all applications for community development.
- A system of accurately separating minor matters that can be processed by City staff and significant projects that require careful scrutiny shall be established.
- Routine projects requiring evaluation that meet all criteria favorably shall be processed at the staff administrative level as expeditiously as possible.
- If a project has deficiencies in any of the following 6 categories, that project shall require specific approval by the legislative body, or other body duly authorized by the legislative body to act in its behalf:

(1) General Plan Consistency	(4) Cost/Revenue Ratio
(2) Environmental Impact	(5) Community Integration
(3) Public Facilities Availability	(6) Regional Impact
- Disapproval or approval of discretionary projects shall be based on specific findings of the projects deficiencies or compensations for the deficiencies that originally rendered the project discretionary.
- Discretionary project review should be as efficient and expeditious as possible, to avoid undue or unwarranted delay.
- Application forms and instructions for submission of material shall be uniform, and explanation or requirements sufficient to enable the appropriate review body to render a proper decision without being vague, excessive or unreasonable.
- A pre-application review procedure shall be established to assist the applicant in preparing his application more efficiently.

B. PLANNING, PROGRAMMING AND BUDGETING

1. Introduction and Background

The adoption of a General Plan does not guarantee the fulfillment of that Plan. The development of Vista Tomorrow, as the citizens would like to see it, will take monetary resources and cooperation between both public and private developments. This section of the General Plan proposes a system of translating General Plan desires into reality through the coordinated development of public improvements, which in turn makes it possible for private development to take place. The Vista Tomorrow Plan bases a strategy on 4 phases:

- Action Plan
- Budget Adoption
- Capital Improvement Program
- Annual Review

2. Action Plan

a. General

The purpose of this segment of the General Plan program is to evaluate the priorities of community need and recommend to the City Council these priorities and methods of financing the recommended improvements so that they may be considered in the budget for the fiscal year. The Action Plan should also recommend fields of legislative action believed to be necessary; e.g., General Plan or City ordinance amendments. The Action Plan should be reinforced through maximum citizen participation and input from appropriate City Commissions and Departments. The content of the Plan should specifically address non-recurring expenditures for the acquisition of land, buildings or special equipment.

The Action Plan portion of this program should immediately follow the annual review of the status of the General Plan and be completed in reasonable time for the City Council to consider the recommended Action Plan in conjunction with the adoption of the budget for the ensuing fiscal year. The approximate time span should be from January 1 to no later than April 1. The input process may, of course, begin earlier. The Elements of the General Plan contain the basis for the Action Plan.

b. The Action Plan and the City Council

The Action Plan shall, insofar as possible, be a citizen oriented input that provides the Council with recommended alternative courses of action that systematically bring into fruition the Vista Tomorrow Plan. Obviously, the Action Plan will probably recommend more than what reasonably can be accomplished. As the legislative body, the Council shall apply, if it sees fit, any portions of the Action Plan in the consideration of the City budget for the ensuing fiscal year.

3. The City Budget

In its consideration of the budget for the forthcoming fiscal year, the Council shall consider recommendations of the Action Plan. The Council shall select the priorities and budget appropriate funds based on its judgment. Projects recommended in the action report may be budgeted, deferred or rejected by the City Council. (Naturally, the budget consists of much more than capital improvements and other General Plan matters. It is presumed that the Council will, as the responsible elected body, properly categorize the Action Plan matters according to fiscal priority compared with the available revenue.) Action Plan matters approved for the budget shall be so designated for the ensuing year on the Capital Improvement Program. Matters deferred shall be re-designated on the priority list and appropriately considered in the projected Capital Improvement Program. Matters rejected shall be so recorded, with the reasons for the project's rejection.

Budgeted and deferred matters should be determined prior to July 1, the beginning of the fiscal year. The

budgeted and deferred items represent the Council's desires and direction to the staff for the fiscal year and beyond.

4. The Capital Improvement Program (CIP)

The City Department Heads shall prepare a Capital Improvement Program based on the budgeted projects and deferred projects approved by the City Council. The Capital Improvement Program shall specifically outline the anticipated expenditures for land, buildings, improvements and non-recurring equipment acquisition approved by the Council for the fiscal year. The Capital Improvement Program shall also project over an additional 5-year period a program considering deferred projects by the City Council and other non-rejected proposals of the Action Plan. The CIP shall also consider items budgeted for the fiscal year that are unlikely to be completed in that time frame. The CIP shall estimate the cost of the projects anticipated, the probable source of revenue, and the anticipated time necessary to complete the project. The CIP shall be revised annually after the Council's adoption of the Annual Budget for the purpose of keeping the plan in realistic scope.

The improvements intended to be undertaken during the 5-year period following the current fiscal year shall be coordinated with the other utility service entities to enable them to coordinate their efforts. The Capital Improvement Program should be adopted by all City Commissions and the City Council prior to October 1.

5. Annual Review

During the interim period following the City adoption of a Capital Improvement Program and the formulation of a new Action Plan for the ensuing year, an evaluation of the General Plan shall be made. For the evaluation, to the greatest extent possible, citizen input shall be solicited in the similar manner to that used for preparation and adoption of the General Plan.

The annual review should address the effectiveness of the General Plan and contain recommendations for amendments, if appropriate. Statistical inputs shall be brought up to date.

A City Environmental Impact Report master copy shall be amended to reflect new information acquired during the calendar year through subsequent certified reports submitted for various projects. The City shall also keep master maps to illustrate the location of phenomenon that is of relevance to the City General Plan. An Annual Report to the community should be prepared. The mandatory Elements of the General Plan provide the basis for the Annual Report.

6. Combination

The systematic application of the Action Plan, Budget Adoption, Capital Improvement Program and Annual Review will constitute an automatic re-evaluation and renewal of the General Plan and its execution.

The General Plan becomes a tool where citizens can inform the City of their desires, under the democratic system of local government, and the City legislative body may direct its staff to systematically execute the citizens' wishes. The Plan is systematically amended and updated if this process is effectively employed. Further, the General Plan is rightfully rendered a formal policy document that also has an educational function in the community. The Plan is a commitment, yet not a straight jacket. The Plan protects the community resources, yet responds to changing technology. The Plan protects the value of the past, without becoming obsolete.

The Plan becomes an effective process to create Vista Tomorrow, the Vista community the citizens strive for.

Annual Report
1976

The progress made by the City in the past year to attain the goals and objective established by the General Plan is briefly outlined in this report along with a brief summarization of some of the activities that have taken place. It also presents some of the proposals for future action which will assist in attaining the established goals.

Planning Department activities during the past calendar year have included the processing of 219 planning cases exclusive of Site Development Plans. These cases have dealt with:

Classification	No.
Special Use Permits (Div. of land on ease-ment)	19
Variance (Setback reductions)	19
Specific Development Plans	9
Zoning Amendments	13
Zoning Reclassifications	25
Annexations	8
Tentative Parcel Maps	79
Tentative Subdivision Maps	19
Other; e.g. SUP (Fire Fighters Carnival), SUP (Vehicle Storage), Variance (Substandard easement), SUP (Church Additions), SUP (Drive-through facilities), etc.	37
	219

and perhaps the most important, a major amendment to the General Plan Land Use and Circulation Elements which were completed and adopted after about two and one-half years of study, deliberation and debate. In addition, the Department has processed, or accepted for processing, 76 site development plans (development proposals for multi-family residential, commercial, institutional and industrial projects).

The major amendment to the Land Use and Circulation Elements adopted July 1976, was the major achievement for planning during the past year. This product was the culmination of over 2000 hours of citizen activity in the various committees and has marked a significant turning point in the City's development. The City has it's most comprehensive master plan since its incorporation in 1963.

The new plan establishes a more realistic population density (holding capacity) for the planning area than the 1967 plan, 130,000 people on 36 square miles versus 240,000 people on 29 square miles, and brings the City more nearly in compliance with all State mandated elements.

The complete text of the General Plan, including its exhibits, are available in the Planning Department Office for reference or viewing by interested individuals and may be purchased, if desired.

Amendments to the Zoning Ordinance, preparation of new ordinances and policies to implement the General Plan include:

- a. The reclassification of those portions of the City where the zoning classification is not in compliance with the amended land use element. Initial steps have been taken to correct the situation and it is anticipated that formal procedures will begin in January 1977. The zone changes will be accomplished in the required manner with the necessary public notification and hearings.

- b. The preparation of Flood Plain Overlay Zoning regulations that will be applied to those portions of the City determined to be subject to flood hazards. This ordinance has been prepared in draft form and is currently being reviewed.
- c. An amendment to the PRD (Planned Residential Development) Ordinance that will make it more effective in implementation of the applicable portions of the General Plan. This amendment is still in the study stage.
- d. The preparation of CBD (Central Business District) Zoning regulations and the designation of an area to which the regulations are to be applied. A draft of this ordinance has been prepared and is currently being circulated among concerned citizen groups (Chamber of Commerce and Vista Merchants Association).
- e. The development of standards for an Industrial Park zoning (I-P) classification to be applied to those areas designated as Industrial Park by the Land Use Element of the General Plan. A draft of this ordinance has been prepared and is currently being reviewed by the City Attorney.
- f. The establishment of hillside development standards that would serve to reduce the intensity and/or density of uses on land in hillside areas. Such controls to be related to the degree of slope steepness on any given parcel or other geologic conditions. The objective being the preservation of Vista's "semi-rural" atmosphere.
- g. The development and adoption of regulations controlling surface mining operations ("borrow pits") and grading. These regulations, in conjunction with the proposed hillside development standards and other applicable portions of the City Code, are intended to lessen the impacts of urbanization on the City's topography and "semi-rural" atmosphere, thereby supporting the achievement of its goals and objectives. Also these regulations would bring the City into compliance with State Law.
- h. Various other ordinance amendments relating to development standards and zoning administration. These amendments would clarify and/or establish additional development standards in various zoning districts that would further implement the goals and objectives of the General Plan.

In summary the amendments made, or proposed, to the zoning ordinance(s) have been directed towards bringing the City's Zoning Ordinance(s) into compliance with the Revised General Plan ('76) and provide for its implementation.

Circulation

Completed projects during 1976, other than minor improvements and routine maintenance, have been limited to the installation and activation of a new traffic signal at Melrose and West Vista Way in conjunction with completion of the improvements on West Vista Way between Lado De Loma and Melrose Drive. A second signal and freeway west bound ramp relocation is proposed west of the intersection of Melrose Drive and West Vista Way. State cooperation has been secured for this project and the construction and installation should be completed during calendar year 1977.

Additional improvements scheduled for 1977 include the improvement of East Vista Way from Escondido Avenue to Arcadia, Warmlands Avenue, and the installation of traffic signals at the intersection of Los Angeles Drive and East Vista Way, North Santa Fe Avenue, Los Angeles Drive, East Vista Way and Arcadia Avenue.

Analysis of the Traffic Flow Diagram (1976 Volumes) prepared by the Engineering Department of the City of Vista indicates that portions of the street and highway

network are at or exceeding capacity levels, particularly during the peak hour volumes, with little foreseeable relief in the immediate future, even though East Vista Way is scheduled to be improved this year. The orderly flow of vehicular traffic in Vista would be greatly enhanced with the completion of "missing link" road segments that would provide alternate routes for more efficient travel, e.g. the extension of North Melrose Drive to intersect with North Santa Fe Avenue, the new Sunset Drive/Escondido Avenue alignment to the Freeway 78 interchange, and the extension of Bobier to join with Oceanside Boulevard.

Though no revisions to the Circulation Element of the General Plan are proposed at this time, future "local" street networks in the northern and eastern fringes should be established by the adoption of specific plans. The study and adoption of such plans may point up desirable revisions to the Circulation Element.

A review of the monthly accident reports indicates there has been a 13.9 percent increase in the number of collisions during the 12 month period ending in October, 1976, over the previous 12 months. These reports are generated by a computer driven system that monitors accidents reported. The system could be improved significantly with the inclusion of traffic volume data so that accident rate data could be computed. A request has been submitted to the Governor's Office of Traffic Safety for a grant to implement this change. If approved, this request will permit a more efficient analysis of vehicular traffic data that will in turn provide a more firm basis for planning and budgeting for the construction and/or improvement of streets and highways.

Flood Hazard Areas

Certain areas within the City abutting stream channels fall within a Flood Hazard Area as defined by the FIA (Federal Insurance Administration) even though they may be protected by flood channels or other drainage improvements. This circumstance exists because the existing "backbone" system, constructed in 1963, was designed on then current hydrologic data. However, in 1972, the U.S. Weather Bureau issued updated Precipitation Maps with considerably higher predicted precipitation rates. As a result the "backbone" system which was designed to 100-year flood criteria has been effectively de-rated to something considerably less than a 100-year flood capacity system. The designated Flood Hazard areas are outlined in general on the Land Use Element Map but may be subject to revision upon receipt of the revised FIA Flood Hazard Area Maps expected in February, 1977.

The action necessary to correct these deficiencies and/or limit the potential danger to public safety and property damage may take different forms. One will be the adoption of a Flood Plain Overlay Zoning District Regulations (discussed elsewhere in this report) while others are yet to be determined and will depend to some extent upon the specific information contained on the revised Flood Hazard Area Maps.

Housing/Building

Building permit activity has shown a marked increase (residential and commercial) in the number of permits issued in 1976 and their total valuation over the previous four years, as illustrated in Table I.

	TABLE I BUILDING/DWELLING UNITS				
	1972	1973	1974	1975	1976
Single Family	282	203	136	158	279
Multiple Family	456	664	154	4	633
Total Residential	738	867	290	162	912
Commercial	40	48	20	21	94
*Other	711	715	697	674	611
Valuation (millions)	\$17.5	\$20.9	\$8.5	\$9.2	\$30.9

*Other - includes fences, retaining walls, etc.

A more meaningful figure, in terms of a population increase is the number of final occupancy permits issued 488 versus 274 for the previous year which translates to an estimated increase of about 1,116 or 3.83 percent without provisions being made for any increase or decrease in vacancy rates.

However, a review of the building permits and/or site development plans applied for, but not yet completed, indicates a potential for even greater population growth during the coming year (1977). Site development and/or building plans are currently being processed for about 1100 multiple family dwelling units. In addition an increase of about 700 units in the potential for single family dwellings has been, or will be, created via subdivisions or parcel maps. This increase will create a potential for a population increase of about 4538 people in addition to the vacant properties currently suited for development. Even though such a population increase may be possible it would not appear to be very feasible because of deficiencies of public facilities and external as well as internal economic factors.

Population figures actual and estimated are shown in Table 2 for the past 27 years with projections to 1986.

TABLE 2 CITY OF VISTA POPULATION ESTIMATES AND PROJECTIONS			
Year	Estimates		Percentage Growth Rate
	Population	Increase	
1950*	1,075		
1960*	14,992	13,287	779.00
1970*	24,668	9,696	65.00
1971	25,917	1,249	5.00
1972	27,417	1,500	6.00
1973	27,946	529	2.00
1974	28,100	154	.54
1975*	28,300	200	.70
1976	29,150	850	2.92
* Census	Projections		
1977	30,100	700	2.30
1978	31,000	900	2.90
1979	31,900	900	2.80
1980	32,800	900	2.80
1981	33,700	900	2.70
1982	34,600	900	2.60
1983	35,500	900	2.50
1984	36,300	900	2.20
1985	37,200	900	2.40
1986	38,100	900	2.40

Based on an average household population of 2.7 persons per dwelling unit.

Parks and Recreation

Park and Recreation facilities received heavy usage during the past year. The recreation center was fully programmed with the use about equally divided between community groups and Recreation Department programs. Reservations at all park facilities were up substantially and some needs were not adequately met due to a lack of personnel and funds, e.g. expansion of senior citizen's programs and additional athletic fields for the community's youth groups.

There were no significant additions to the community's parks during the past year except the purchase of the second parcel of four to be acquired for the Grapevine Neighborhood Park. However, significant improvements were completed at Bringle Terrace Park; i.e. amphitheatre,

Annual Report

1976

The progress made by the City in the past year to attain the goals and objective established by the General Plan is briefly outlined in this report along with a brief summarization of some of the activities that have taken place. It also presents some of the proposals for future action which will assist in attaining the established goals.

Planning Department activities during the past calendar year have included the processing of 219 planning cases exclusive of Site Development Plans. These cases have dealt with:

Classification	No.
Special Use Permits (Div. of land on easement)	19
Variance (Setback reductions)	19
Specific Development Plans	9
Zoning Amendments	13
Zoning Reclassifications	25
Annexations	8
Tentative Parcel Maps	79
Tentative Subdivision Maps	19
Other; e.g. SUP (Fire Fighters Carnival), SUP (Vehicle Storage), Variance (Substandard easement), SUP (Church Additions), SUP (Drive-through facilities), etc.	37
	219

and perhaps the most important, a major amendment to the General Plan Land Use and Circulation Elements which were completed and adopted after about two and one-half years of study, deliberation and debate. In addition, the Department has processed, or accepted for processing, 76 site development plans (development proposals for multi-family residential, commercial, institutional and industrial projects).

The major amendment to the Land Use and Circulation Elements adopted July 1976, was the major achievement for planning during the past year. This product was the culmination of over 2000 hours of citizen activity in the various committees and has marked a significant turning point in the City's development. The City has its most comprehensive master plan since its incorporation in 1963.

The new plan establishes a more realistic population density (holding capacity) for the planning area than the 1967 plan, 130,000 people on 36 square miles versus 240,000 people on 29 square miles, and brings the City more nearly in compliance with all State mandated elements.

The complete text of the General Plan, including its exhibits, are available in the Planning Department Office for reference or viewing by interested individuals and may be purchased, if desired.

Amendments to the Zoning Ordinance, preparation of new ordinances and policies to implement the General Plan include:

- The reclassification of those portions of the City where the zoning classification is not in compliance with the amended land use element. Initial steps have been taken to correct the situation and it is anticipated that formal procedures will begin in January 1977. The zone changes will be accomplished in the required manner with the necessary public notification and hearings.

- The preparation of Flood Plain Overlay Zoning regulations that will be applied to those portions of the City determined to be subject to flood hazards. This ordinance has been prepared in draft form and is currently being reviewed.
- An amendment to the PRD (Planned Residential Development) Ordinance that will make it more effective in implementation of the applicable portions of the General Plan. This amendment is still in the study stage.
- The preparation of CBD (Central Business District) Zoning regulations and the designation of an area to which the regulations are to be applied. A draft of this ordinance has been prepared and is currently being circulated among concerned citizen groups (Chamber of Commerce and Vista Merchants Association).
- The development of standards for an Industrial Park zoning (I-P) classification to be applied to those areas designated as Industrial Park by the Land Use Element of the General Plan. A draft of this ordinance has been prepared and is currently being reviewed by the City Attorney.
- The establishment of hillside development standards that would serve to reduce the intensity and/or density of uses on land in hillside areas. Such controls to be related to the degree of slope steepness on any given parcel or other geologic conditions. The objective being the preservation of Vista's "semi-rural" atmosphere.
- The development and adoption of regulations controlling surface mining operations ("borrow pits") and grading. These regulations, in conjunction with the proposed hillside development standards and other applicable portions of the City Code, are intended to lessen the impacts of urbanization on the City's topography and "semi-rural" atmosphere, thereby supporting the achievement of its goals and objectives. Also these regulations would bring the City into compliance with State Law.
- Various other ordinance amendments relating to development standards and zoning administration. These amendments would clarify and/or establish additional development standards in various zoning districts that would further implement the goals and objectives of the General Plan.

In summary the amendments made, or proposed, to the zoning ordinance(s) have been directed towards bringing the City's Zoning Ordinance(s) into compliance with the Revised General Plan ('76) and provide for its implementation.

Circulation

Completed projects during 1976, other than minor improvements and routine maintenance, have been limited to the installation and activation of a new traffic signal at Melrose and West Vista Way in conjunction with completion of the improvements on West Vista Way between Lado De Loma and Melrose Drive. A second signal and freeway west bound ramp relocation is proposed west of the intersection of Melrose Drive and West Vista Way. State cooperation has been secured for this project and the construction and installation should be completed during calendar year 1977.

Additional improvements scheduled for 1977 include the improvement of East Vista Way from Escondido Avenue to Arcadia, Warmlands Avenue, and the installation of traffic signals at the intersection of Los Angeles Drive and East Vista Way, North Santa Fe Avenue, Los Angeles Drive, East Vista Way and Arcadia Avenue.

Analysis of the Traffic Flow Diagram (1976 Volumes) prepared by the Engineering Department of the City of Vista indicates that portions of the street and highway

network are at or exceeding capacity levels, particularly during the peak hour volumes, with little foreseeable relief in the immediate future, even though East Vista Way is scheduled to be improved this year. The orderly flow of vehicular traffic in Vista would be greatly enhanced with the completion of "missing link" road segments that would provide alternate routes for more efficient travel, e.g. the extension of North Melrose Drive to intersect with North Santa Fe Avenue, the new Sunset Drive/Escondido Avenue alignment to the Freeway 78 interchange, and the extension of Bobier to join with Oceanside Boulevard.

Though no revisions to the Circulation Element of the General Plan are proposed at this time, future "local" street networks in the northern and eastern fringes should be established by the adoption of specific plans. The study and adoption of such plans may point up desirable revisions to the Circulation Element.

A review of the monthly accident reports indicates there has been a 13.9 percent increase in the number of collisions during the 12 month period ending in October, 1976, over the previous 12 months. These reports are generated by a computer driven system that monitors accidents reported. The system could be improved significantly with the inclusion of traffic volume data so that accident rate data could be computed. A request has been submitted to the Governor's Office of Traffic Safety for a grant to implement this change. If approved, this request will permit a more efficient analysis of vehicular traffic data that will in turn provide a more firm basis for planning and budgeting for the construction and/or improvement of streets and highways.

Flood Hazard Areas

Certain areas within the City abutting stream channels fall within a Flood Hazard Area as defined by the FIA (Federal Insurance Administration) even though they may be protected by flood channels or other drainage improvements. This circumstance exists because the existing "backbone" system, constructed in 1963, was designed on then current hydrologic data. However, in 1972, the U.S. Weather Bureau issued updated Precipitation Maps with considerably higher predicted precipitation rates. As a result the "backbone" system which was designed to 100-year flood criteria has been effectively de-rated to something considerably less than a 100-year flood capacity system. The designated Flood Hazard areas are outlined in general on the Land Use Element Map but may be subject to revision upon receipt of the revised FIA Flood Hazard Area Maps expected in February, 1977.

The action necessary to correct these deficiencies and/or limit the potential danger to public safety and property damage may take different forms. One will be the adoption of a Flood Plain Overlay Zoning District Regulations (discussed elsewhere in this report) while others are yet to be determined and will depend to some extent upon the specific information contained on the revised Flood Hazard Area Maps.

Housing/Building

Building permit activity has shown a marked increase (residential and commercial) in the number of permits issued in 1976 and their total valuation over the previous four years, as illustrated in Table 1.

TABLE 1
BUILDING/DWELLING UNITS

	1972	1973	1974	1975	1976
Single Family	282	203	136	158	279
Multiple Family	456	664	154	4	633
Total Residential	738	867	290	162	912
Commercial	40	48	20	21	94
*Other	711	715	697	674	611
Valuation (millions)	\$17.5	\$20.9	\$8.5	\$9.2	\$30.9

*Other - includes fences, retaining walls, etc.

A more meaningful figure, in terms of a population increase is the number of final occupancy permits issued 488 versus 274 for the previous year which translates to an estimated increase of about 1,116 or 3.83 percent without provisions being made for any increase or decrease in vacancy rates.

However, a review of the building permits and/or site development plans applied for, but not yet completed, indicates a potential for even greater population growth during the coming year (1977). Site development and/or building plans are currently being processed for about 1100 multiple family dwelling units. In addition an increase of about 700 units in the potential for single family dwellings has been, or will be, created via subdivisions or parcel maps. This increase will create a potential for a population increase of about 4538 people in addition to the vacant properties currently suited for development. Even though such a population increase may be possible it would not appear to be very feasible because of deficiencies of public facilities and external as well as internal economic factors.

Population figures actual and estimated are shown in Table 2 for the past 27 years with projections to 1986.

TABLE 2
CITY OF VISTA POPULATION ESTIMATES AND PROJECTIONS

Year	Estimates		Percentage Growth Rate
	Population	Increase	
1950*	1,075		
1960*	14,992	13,287	779.00
1970*	24,668	9,696	65.00
1971	25,917	1,249	5.00
1972	27,417	1,500	6.00
1973	27,946	529	2.00
1974	28,100	154	.54
1975*	28,300	200	.70
1976	29,150	850	2.92
* Census	Projections		
1977	30,100	700	2.30
1978	31,000	900	2.90
1979	31,900	900	2.80
1980	32,800	900	2.80
1981	33,700	900	2.70
1982	34,600	900	2.60
1983	35,500	900	2.50
1984	36,300	900	2.20
1985	37,200	900	2.40
1986	38,100	900	2.40

Based on an average household population of 2.7 persons per dwelling unit.

Parks and Recreation

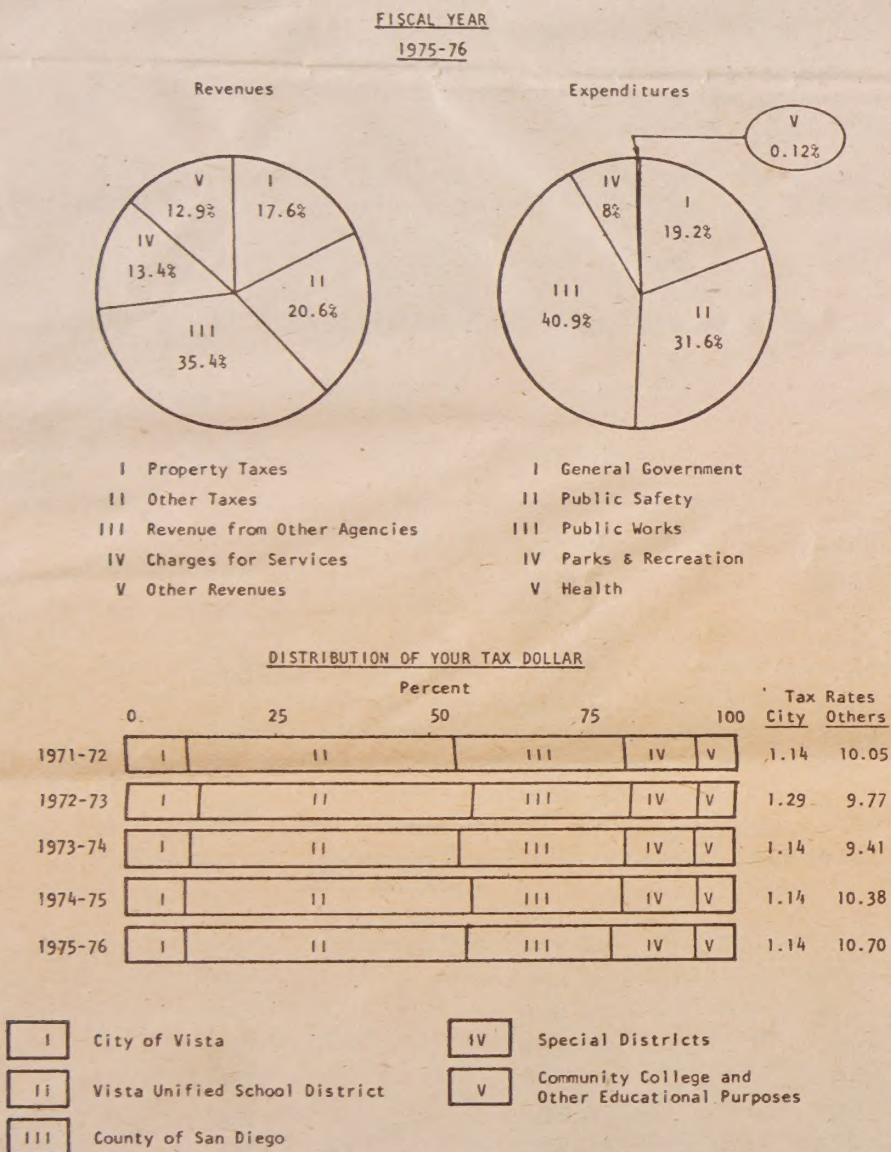
Park and Recreation facilities received heavy usage during the past year. The recreation center was fully programmed with the use about equally divided between community groups and Recreation Department programs. Reservations at all park facilities were up substantially and some needs were not adequately met due to a lack of personnel and funds, e.g. expansion of senior citizen's programs and additional athletic fields for the community's youth groups.

There were no significant additions to the community's parks during the past year except the purchase of the second parcel of four to be acquired for the Grapevine Neighborhood Park. However, significant improvements were completed at Bringle Terrace Park; i.e. amphitheatre,

parking facilities, additional picnic areas, childrens play area/apparatus and the undergrounding of utility lines. Additional facilities at other locations include the landscaping of portions of the intersection of South Santa Fe Avenue and West Broadway and the initial construction of softball fields at Bobier and Monte Vista elementary schools. These ball fields are being developed in cooperation with the VUSD (Vista Unified School District) whereby they provide the land and the City provides the necessary improvements.

Finance

The total City Tax Rate for fiscal year 1976-77 is \$1.12, down from \$1.14 in fiscal year 1975-76 when property taxes provided for approximately 17.6% of the City's total revenue and comprised only 9.6% of the total tax rate of \$11.837. The general distribution of the citizens tax dollar is as indicated in Figure 3 below.



Fire Department Activities and Proposals

Although total alarms are increased in 1976 over 1975 by 221 alarms, or 12% over 1975, the number of fire alarms have decreased. In spite of increased building and population in both the Fire Protection District and City, the number of structure fires has remained the same, and grass fires are decreased.

Increased emphasis on fire prevention activities including inspections and public education, as well as public support and cooperation, has been instrumental in holding the line on building fires. The fire company inspection program has been modified to emphasize inspections in larger occupancies, but due to workload problems, inspections in smaller, inconsequential occupancies have been discontinued. The Junior Fire Marshal Program, i.e. fire prevention education of 4th graders in all elementary schools, is the main thrust in public education, and we receive a number of positive comments every year that these 4th graders are most effective in keeping their families more fire safe by applying the points learned

in the program.

Needless calls for smoke, believed by the callers to be fires, are up 50%. One explanation is that our citizens are becoming more fire conscious and are warned not to wait to call the fire department when smoke is observed. Too many large loss fires are the result of delayed alarms, and even though the calls result in unnecessary responses at times, fires in beginning stages are also stopped before they are out of control.

Fire losses have decreased by \$10,000. One major loss at Vista Meat Packing in December was significant in this loss record. It must be noted that Vista has a number of occupancies that if on fire and out of control upon arrival of Vista fire units, could easily result in losses exceeding one million dollars.

A 16% increase in ambulance transports have exceeded predicted increases. The present trend, as shown by a dramatic increase over the last 6 months, would indicate that an even greater percentage increase of ambulance calls will occur next year. It is predictable that ambulance transports may hit 1500 in 1977. It will be noted that in addition to transports, our ambulance also responds to accidents, first aid calls and public assists where transportation to the hospital is not required.

In summary, the rate per \$ value of property and per capita fires and fire loss in Vista is definitely down, and no lives were lost to fire. The effectiveness of Department programs in this accomplishment is a matter of record. We thank our City Manager, Council and Fire Board for their confidence and support of these programs; the citizens of our community for their cooperation and support; and the fine men and women of the Vista Fire Department who, because of their dedication and willingness to work diligently toward the goal of a safer Vista, this enviable record for 1976 was made possible.

We look forward to serving Vista's citizens even more effectively and efficiently in 1977 through constant attention to the increase of fire prevention and fire limitation activities to preserve the lives and property of Vistans to the best of our ability.

In the succeeding pages a very brief synopsis of the Fire Department programs, hazards and future plans is provided.

COMMUNITY FIRE HAZARDS AND CONTROL PLANNING

Conflagration Control and Planning

A very real potential for a major fire disaster exists for Vista. Vistas proximity to the heavy brush areas to the east, endangered by hot, dry Santana winds and the many wood roofs in the community can create a literal "design for disaster". A fire sweeping into Vista over the San Marcos mountain range could involve hundreds of homes in a short time far beyond the control of local fire defenses available in the community.

Vista has adopted a Hazardous Fire Area Code and enforcement of clearance around homes in the brush areas is constant through the High Hazard Brush Program, Engine Company crews visit each home in the brush area annually, discuss the dangers with the residents and enforce the Fire Code.

Agricultural burning has been limited to the low hazard months of January through April which limits fire potential during fire season. All burning permits in the brush area requires a special inspection for safety. The elimination of wood roofs for 1 mile around brush areas would aid control. A fire break study in concert with State Division of Forestry officials is planned for the future. A well planned mutual aid program will provide the 50 - 100 fire companies from other areas to assist in the control of such fires; but property loss will be extreme if such a fire occurs.

Building Fire Loss Potentials:

A number of large area, unsprinklered buildings such as the bowling alley, older shopping centers (i.e. Big Bear, Shopsmart, Alpha Beta East) present potential major fires and fire losses each approaching the million dollar figure. Many large apartment complexes are potential major fire losses, especially in hot dry windy weather.

Fire Loss Control & Planning:

Such potential fire losses cannot be controlled with fire fighting forces available in Vista. Large buildings over 12,000 sq. ft. should be equipped with automatic sprinklers. Buildings of 6,000 to 12,000 sq. ft. should be equipped with smoke detector systems wired to alarm headquarters. The limitation of fire flows (water required) to a maximum of 3,500 gallons per minute is a fire department policy but should be enacted by ordinance. Such fire limiting control ordinances are being prepared for introduction to City Council in 1977.

Residential Life Loss:

Lives will be lost in residential fires in Vista unnecessarily. It is estimated that 60% - 70% of these lives could be saved by installation of inexpensive smoke detectors. All new homes and apartments are required to have detectors. The fire department will propose a plan to require smoke detectors in:

1. All multi-family residences within 3 years
2. All rental single family homes within 5 years
3. All single family homes upon:
 - a. Sale
 - b. Remodel of \$1,000

Residential Fire Injuries:

The leading cause of fire injuries (burns) in Vista over the years is the use of gasoline in garages where water heaters are on the floor in the garage. A concerted educational program seems to be the most feasible method of mitigating this hazard. Gasoline hoarding could cause greater potentials if a gasoline shortage should occur.

GENERAL FIRE DEPARTMENT PROGRAMS EVALUATED

1. Fire Insurance Grading: The fire defenses provided by the City of Vista and the Vista Fire Protection District were graded by the Insurance Services Office of California during 1976 which resulted in a reclassification from a protection class 5 to a protection class 4. This improvement will effect a reduction in fire insurance rates for our mercantile and residential areas. The average effect for the typical mercantile property will be about 13% decrease in building rates and a \$35,000 straight fire policy for a dwelling will have a premium reduction of \$5.18 annually. A program of continuous evaluation of the community fire defense is required to maintain our fire protection classification and the high quality of service now provided.
2. Fire Station Relocation: The annexations which have occurred in the south west portion of our community and the potential over-all growth within our fire protection boundaries has required a re-evaluation of the proper location for fire station #2. It has been determined that the existing fire station should be relocated and should be considered a high priority for a Department capital project.
3. Paramedic Program: The effect of the proposed paramedic program will impact the staff personnel with additional work load and will generally increase the emergency response activity.
4. Apparatus & Equipment - Operations and maintenance: A continuous program of evaluating the operation of existing apparatus and equipment, the maintenance and the replacement of this equipment is required for our growing community. The proposed new "City Shop" will be very beneficial for the operational efficiency of this Department.

5. OES Fire Pumper: We have renewed our agreement with the State of California, Office of Emergency Service, to house, maintain and operate an OES pumper, and have received a new pumper to replace the old unit received in 1954.
6. Fire Training Facility: The proposed Tri-City Training Facility is extremely important for the future operation of our fire emergency service. We must continue to improve in the area of training if we are to maintain our present ISO rating and to become more efficient and skilled at emergencies that face todays fireman.
7. Automatic Aid: The automatic aid response between Oceanside, Carlsbad and Vista fire departments is a proposed program that will greatly improve our present mutual aid program. As our community grows and the potential for large fires or other emergencies increase, the need for this new program is well identified.
8. "911" Emergency Telephone Number: The "911" program is proceeding on schedule. (Planned operational in 1980). A community educational program will be required during the initial stages of the new system.
9. Fire Hydrant Maintenance Program: The present fire hydrant maintenance level must be continued, but as each new fire hydrant is installed, additional work load is placed on existing manpower. A re-evaluation of our present program should be made with the possibility of assistance by other City Departments or the use of part-time employment.
10. Fire Extinguisher Servicing Program: Our department will continue the present program which maintains and services all City owned fire extinguishers. As noted above this type of service does impact the work load and efficiency of the existing man-power.

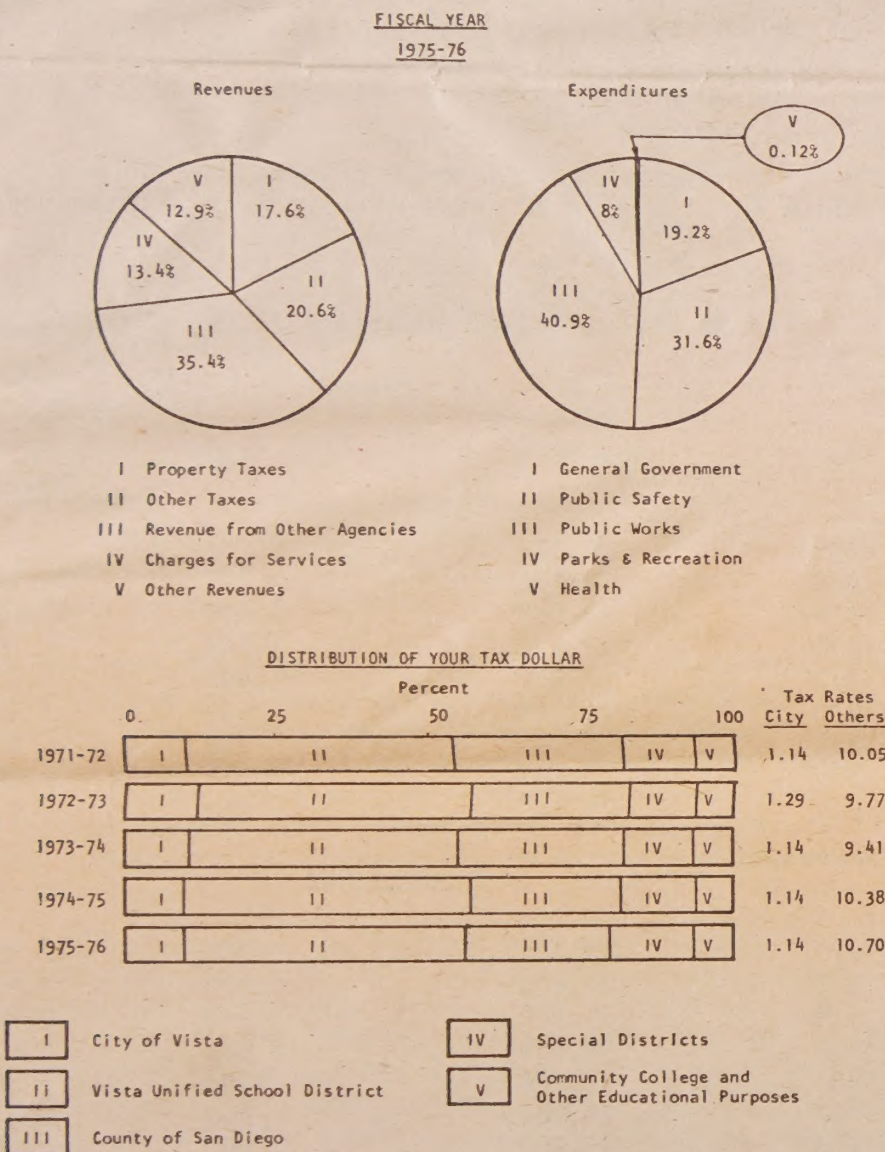
FIRE DEPARTMENT SAFETY PROGRAMS

1. The Junior Fire Marshal program is a joint effort between the Fire Department and the School District. All 4th graders are given special classes five times a year on Home Safety, Home Escape, making and using a fire bucket, etc. This popular, efficient program is the only one of its kind in San Diego County. Fire Prevention Bureau work load continues to increase and this program may have to be curtailed as a result.
2. The Department supervises twice annually, fire drills held at the 13 schools within the jurisdictional area.
3. Fire Companies are involved in a commercial inspection program, the objective of which is to locate and correct fire and life safety hazards. This also provides company familiarity for pre-fire planning. This program encompasses complaint investigation, plan checks, and safety checks requested by County and State agencies. The Fire Prevention Bureau is manned by only two men.
4. The Fire Prevention Bureau administered Weed Abatement Program, which annually has 1,400 lots cleared of weeds, is in its 11th year. This program, although very time consuming during the dry summer months, has drastically reduced the number of grass fires and limits the damage by fire-breaking the larger parcels.
5. Fire Companies are involved in a High Hazard Brush Program. Beginning in the early spring of each year they visit homes in the foothills, where they enforce clearance of vegetation to structures and advise homeowners on other safety requirements of living in the most dangerous ground cover in the U.S.A. Close to 300 homes are presently located in this hazardous fire area.
6. The Fire Department provides trained personnel who

parking facilities, additional picnic areas, childrens play area/apparatus and the undergrounding of utility lines. Additional facilities at other locations include the landscaping of portions of the intersection of South Santa Fe Avenue and West Broadway and the initial construction of softball fields at Bobier and Monte Vista elementary schools. These ball fields are being developed in cooperation with the VUSD (Vista Unified School District) whereby they provide the land and the City provides the necessary improvements.

Finance

The total City Tax Rate for fiscal year 1976-77 is \$1.12, down from \$1.14 in fiscal year 1975-76 when property taxes provided for approximately 17.6% of the City's total revenue and comprised only 9.6% of the total tax rate of \$11.837. The general distribution of the citizens tax dollar is as indicated in Figure 3 below.



Fire Department Activities and Proposals

Although total alarms are increased in 1976 over 1975 by 221 alarms, or 12% over 1975, the number of fire alarms have decreased. In spite of increased building and population in both the Fire Protection District and City, the number of structure fires has remained the same, and grass fires are decreased.

Increased emphasis on fire prevention activities including inspections and public education, as well as public support and cooperation, has been instrumental in holding the line on building fires. The fire company inspection program has been modified to emphasize inspections in larger occupancies, but due to workload problems, inspections in smaller, inconsequential occupancies have been discontinued. The Junior Fire Marshal Program, i.e. fire prevention education of 4th graders in all elementary schools, is the main thrust in public education, and we receive a number of positive comments every year that these 4th graders are most effective in keeping their families more fire safe by applying the points learned

in the program.

Needless calls for smoke, believed by the callers to be fires, are up 50%. One explanation is that our citizens are becoming more fire conscious and are warned not to wait to call the fire department when smoke is observed. Too many large loss fires are the result of delayed alarms, and even though the calls result in unnecessary responses at times, fires in beginning stages are also stopped before they are out of control.

Fire losses have decreased by \$10,000. One major loss at Vista Meat Packing in December was significant in this loss record. It must be noted that Vista has a number of occupancies that if on fire and out of control upon arrival of Vista fire units, could easily result in losses exceeding one million dollars.

A 16% increase in ambulance transports have exceeded predicted increases. The present trend, as shown by a dramatic increase over the last 6 months, would indicate that an even greater percentage increase of ambulance calls will occur next year. It is predictable that ambulance transports may hit 1500 in 1977. It will be noted that in addition to transports, our ambulance also responds to accidents, first aid calls and public assists where transportation to the hospital is not required.

In summary, the rate per \$ value of property and per capita fires and fire loss in Vista is definitely down, and no lives were lost to fire. The effectiveness of Department programs in this accomplishment is a matter of record. We thank our City Manager, Council and Fire Board for their confidence and support of these programs; the citizens of our community for their cooperation and support; and the fine men and women of the Vista Fire Department who, because of their dedication and willingness to work diligently toward the goal of a safer Vista, this enviable record for 1976 was made possible.

We look forward to serving Vista's citizens even more effectively and efficiently in 1977 through constant attention to the increase of fire prevention and fire limitation activities to preserve the lives and property of Vistas to the best of our ability.

In the succeeding pages a very brief synopsis of the Fire Department programs, hazards and future plans is provided.

COMMUNITY FIRE HAZARDS AND CONTROL PLANNING

Conflagration Control and Planning

A very real potential for a major fire disaster exists for Vista. Vistas proximity to the heavy brush areas to the east, endangered by hot, dry Santana winds and the many wood roofs in the community can create a literal "design for disaster". A fire sweeping into Vista over the San Marcos mountain range could involve hundreds of homes in a short time far beyond the control of local fire defenses available in the community.

Vista has adopted a Hazardous Fire Area Code and enforcement of clearance around homes in the brush areas is constant through the High Hazard Brush Program, Engine Company crews visit each home in the brush area annually, discuss the dangers with the residents and enforce the Fire Code.

Agricultural burning has been limited to the low hazard months of January through April which limits fire potential during fire season. All burning permits in the brush area requires a special inspection for safety. The elimination of wood roofs for 1 mile around brush areas would aid control. A fire break study in concert with State Division of Forestry officials is planned for the future. A well planned mutual aid program will provide the 50 - 100 fire companies from other areas to assist in the control of such fires; but property loss will be extreme if such a fire occurs.

Building Fire Loss Potentials:

A number of large area, unsprinklered buildings such as the bowling alley, older shopping centers (i.e. Big Bear, Shopsmart, Alpha Beta East) present potential major fires and fire losses each approaching the million dollar figure. Many large apartment complexes are potential major fire losses, especially in hot dry windy weather.

Fire Loss Control & Planning:

Such potential fire losses cannot be controlled with fire fighting forces available in Vista. Large buildings over 12,000 sq. ft. should be equipped with automatic sprinklers. Buildings of 6,000 to 12,000 sq. ft. should be equipped with smoke detector systems wired to alarm headquarters. The limitation of fire flows (water required) to a maximum of 3,500 gallons per minute is a fire department policy but should be enacted by ordinance. Such fire limiting control ordinances are being prepared for introduction to City Council in 1977.

Residential Life Loss:

Lives will be lost in residential fires in Vista unnecessarily. It is estimated that 60% - 70% of these lives could be saved by installation of inexpensive smoke detectors. All new homes and apartments are required to have detectors. The fire department will propose a plan to require smoke detectors in:

1. All multi-family residences within 3 years
2. All rental single family homes within 5 years
3. All single family homes upon:
 - a. Sale
 - b. Remodel of \$1,000

Residential Fire Injuries:

The leading cause of fire injuries (burns) in Vista over the years is the use of gasoline in garages where water heaters are on the floor in the garage. A concerted educational program seems to be the most feasible method of mitigating this hazard. Gasoline hoarding could cause greater potentials if a gasoline shortage should occur.

GENERAL FIRE DEPARTMENT PROGRAMS EVALUATED

1. Fire Insurance Grading: The fire defenses provided by the City of Vista and the Vista Fire Protection District were graded by the Insurance Services Office of California during 1976 which resulted in a reclassification from a protection class 5 to a protection class 4. This improvement will effect a reduction in fire insurance rates for our mercantile and residential areas. The average effect for the typical mercantile property will be about 13% decrease in building rates and a \$35,000 straight fire policy for a dwelling will have a premium reduction of \$5.18 annually. A program of continuous evaluation of the community fire defense is required to maintain our fire protection classification and the high quality of service now provided.
2. Fire Station Relocation: The annexations which have occurred in the south west portion of our community and the potential over-all growth within our fire protection boundaries has required a re-evaluation of the proper location for fire station #2. It has been determined that the existing fire station should be relocated and should be considered a high priority for a Department capital project.
3. Paramedic Program: The effect of the proposed paramedic program will impact the staff personnel with additional work load and will generally increase the emergency response activity.
4. Apparatus & Equipment - Operations and maintenance: A continuous program of evaluating the operation of existing apparatus and equipment, the maintenance and the replacement of this equipment is required for our growing community. The proposed new "City Shop" will be very beneficial for the operational efficiency of this Department.

5. OES Fire Pumper: We have renewed our agreement with the State of California, Office of Emergency Service, to house, maintain and operate an OES pumper, and have received a new pumper to replace the old unit received in 1954.
6. Fire Training Facility: The proposed Tri-City Training Facility is extremely important for the future operation of our fire emergency service. We must continue to improve in the area of training if we are to maintain our present ISO rating and to become more efficient and skilled at emergencies that face todays fireman.
7. Automatic Aid: The automatic aid response between Oceanside, Carlsbad and Vista fire departments is a proposed program that will greatly improve our present mutual aid program. As our community grows and the potential for large fires or other emergencies increase, the need for this new program is well identified.
8. "911" Emergency Telephone Number: The "911" program is proceeding on schedule. (Planned operational in 1980). A community educational program will be required during the initial stages of the new system.
9. Fire Hydrant Maintenance Program: The present fire hydrant maintenance level must be continued, but as each new fire hydrant is installed, additional work load is placed on existing manpower. A re-evaluation of our present program should be made with the possibility of assistance by other City Departments or the use of part-time employment.
10. Fire Extinguisher Servicing Program: Our department will continue the present program which maintains and services all City owned fire extinguishers. As noted above this type of service does impact the work load and efficiency of the existing man-power.

FIRE DEPARTMENT SAFETY PROGRAMS

1. The Junior Fire Marshal program is a joint effort between the Fire Department and the School District. All 4th graders are given special classes five times a year on Home Safety, Home Escape, making and using a fire bucket, etc. This popular, efficient program is the only one of its kind in San Diego County. Fire Prevention Bureau work load continues to increase and this program may have to be curtailed as a result.
2. The Department supervises twice annually, fire drills held at the 13 schools within the jurisdictional area.
3. Fire Companies are involved in a commercial inspection program, the objective of which is to locate and correct fire and life safety hazards. This also provides company familiarity for pre-fire planning. This program encompasses complaint investigation, plan checks, and safety checks requested by County and State agencies. The Fire Prevention Bureau is manned by only two men.
4. The Fire Prevention Bureau administered Weed Abatement Program, which annually has 1,400 lots cleared of weeds, is in its 11th year. This program, although very time consuming during the dry summer months, has drastically reduced the number of grass fires and limits the damage by fire-breaking the larger parcels.
5. Fire Companies are involved in a High Hazard Brush Program. Beginning in the early spring of each year they visit homes in the foothills, where they enforce clearance of vegetation to structures and advise homeowners on other safety requirements of living in the most dangerous ground cover in the U.S.A. Close to 300 homes are presently located in this hazardous fire area.
6. The Fire Department provides trained personnel who

put on a variety of Safety Education Programs. Films and talks with demonstrations are given weekly on smoke alarms, home fire hazards, first aid, and conducting home fire drills.

7. For years Vista had a poor restaurant fire loss record. Vista has adopted tough ordinances, requiring automatic fire safety protection for all commercial equipment. With continued enforcement and inspection, the fire loss on this type of occupancy has dramatically improved. Vista is now the only city in San Diego County that has 100% of its restaurant protected.

City Attorney's Activities

The City Attorney's Office has been active in 1976 in advising the City Council, City Manager, Department Heads and other City employees with regard to numerous and sundry questions arising in the course of City business. The office prepared or reviewed and approved 61 Ordinances and 233 Resolutions for the City and the Vista Sanitation District.

Notable ordinances drafted this year were the Bingo Ordinance, the Skateboard Ordinance, and several other amendments to the Zoning Ordinance. Resolutions included one creating a Senior Citizens' Affairs Commission and another creating a City Council Appointments Committee. The office also prepared a major revision in the Personnel Rules for the City and the Paramedic Program ballot proposition. The office has drafted a Conflict of Interest Code for City employees which will be heard in 1977. A report to the Manager regarding school developer fees and a form rental agreement for City residential property were prepared, as well as numerous Proclamations for the signature of the Mayor. Opinions and legal memos included such matters as: a purported referendum petition directed toward an annexation ordinance, constitutional debt limitation, legality of installment purchase of real property and the use of public resources during election campaigns.

Significant agreements prepared included agreements for acquisition, improvement and exchange of real property with the school district, for architectural services, and for law enforcement services.

Title opinions were prepared as part of three different Local Public Works Employment Act Applications to be furnished to the Economic Development Administration, as well as letters setting forth contingent liabilities to the City's auditors for their use in auditing the City's and District's accounts. Active participation in a health insurance committee was among the activities of the office.

The following litigation matters were concluded:

Public Employees' Union v. City of Vista. It sought to require the City to place on the ballot an initiative ordinance mandating compulsory and binding arbitration of firefighters' labor relations impasses. It was dismissed on the basis of a Supreme Court case holding such was invalid in which the office participated by way of amicus curiae brief.

Von Badinski v. City of Vista. Judgment for defendant was obtained for the City in a case seeking to require the City to place on the ballot an annexation ordinance with respect to which a purported referendum petition had been filed. Said case is pending on appeal.

Citizens to Save Sycamore vs. The Vista Planning Commission. Judgment for defendant. The case attached the City's approval of a special use permit for a gravel pit operation, rock crushing plant and asphalt plant, in an annexed area. Pending on appeal.

A second case bearing the same name claimed failure to follow the California Environmental Quality Act. Judgment for defendant is now final.

City of Vista v. Bentley Engineers. Recovered approxi-

mately \$3,400 in damages from an engineering firm which resulted from inadequate plans being furnished, which caused greater expense to the City.

Prosecution of several alleged violations of Municipal Ordinances.

U.C. BERKELEY LIBRARIES



C123320381

finis

public hearing

The City of Vista is interested in the citizens comments regarding your General Plan and its progress.

Send written comments to:

General Plan
Planning Department
P.O. Box 188
Vista, California 92083

or

if you wish to give verbal testimony; a Public Meeting by the Planning Commission will be held:

Tuesday, February 22, 1977
7:00 p.m. Council Chambers
200 West Broadway, Vista.

Any citizen wishing to address the Commission on the subject of the General Plan is encouraged to do so.

Please call 726-1340 if you wish to be scheduled. Un-scheduled persons will be allowed to speak after those who are scheduled.

The City is anxious to receive your input.

CITY COUNCIL

Lloyd D. Tracy, Mayor
Robert C. K. Foo, Mayor Pro Tem
Gloria E. McClellan
Orbee V. Mihalek
Bernard Rappaport

PLANNING COMMISSION

Terry L. Hensley, Chairman
Kenneth G. Annin, Vice Chairman
Francisco Alcaraz
Daniel B. Carr
Ben Knecht
Leslie M. Marks
Carl Pietrantonio
Margaret Ramsing

DEPARTMENT HEADS

Joseph J. Zapotocky, City Manager
Paul B. Pressman, City Attorney
M. H. Bimson, Building
Jean Brooks, City Clerk
William H. Gutgesell, Planning
Harry M. Kaylor, Fire Chief
Ronald D. Rydman, Finance
Donald D. Todd, Public Works

INSTITUTE OF GOVERNMENTAL STUDIES LIBRARY
109 PHILOSOPHY HALL
UNIVERSITY OF CALIFORNIA
BERKELEY, CA 94720